


The
**International
Teamster**

APRIL 1951

Timberland Teamster



AMERICA'S UNSUNG HERO

America is the land of the Free and the Home of the Take It For Granted. Our daily life is enriched by so many things that we forget the tremendous trifles that make it possible. Consider such a simple item as America's breakfast. We reach up to the pantry shelf for our coffee, chocolate or cereal. We reach into the refrigerator for our fruit juice, bacon and eggs, our butter and cream. We dip into the bread bin for the morning toast—already sliced. They're there . . . all we have to do is reach.

Things don't just happen. Someone has to move them from Here to There to You. And more often than not, that someone is a Teamster. At some time or other, everything you eat, wear or use moves by truck. You're whizzing along on a ribbon of road which is truly a King's Highway. Do you know that road is literally paved with gold—gold poured from State and Federal treasuries as Special Taxes by the trucking industry? Last year these taxes were a billion dollars! The truck pays for one of every three miles of American highway. Or, again, chalk off the next 11 persons who pass. Then remember that 1 OUT OF EVERY 11 employees in America depends, directly or indirectly, on the trucking industry for his pay check!

By
HAL STEBBINS

Isn't it high time we said: Hats off to the passing parade of trucks? And hats off to America's Unsung Heroes—the men who drive these trucks—THE TEAMSTERS!

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 48

APRIL, 1951

No. 4

CONTENTS

Timely Remarks by Daniel J. Tobin.....	2
Beck Asks Aid in Tire Crisis.....	6
National Checking Campaign.....	7
Trucks to Move Mail.....	8
United Labor Plans Its Fight.....	10
Editorials	12
Our Foreign Farm Labor Ills.....	14
Mobilization Steps Up.....	17
DTA Appeals to States to Set Uniform Limits.....	19
Teamster-Sponsored Scout Troop.....	21
Roosevelt Speech Recalled.....	22
Reports of Teamster Progress.....	25
Short Hauls.....	26
Labor Decisions.....	28
New Products.....	31



This Month's Cover

"Timberland Teamster," the subject of this month's excellent cover photograph, is more than an unusual and spectacular phase of Teamster work. Under the defense program there is a heavy demand for lumber of all sorts from all lumber areas including the Pacific Northwest where the cover photo was made.

The lumber and timber supplies are working overtime providing wood for many sectors of the national defense program.

In our high production economy tremendous amounts of timber are going into packing and shipping boxes and crates, particularly in packing for arms, munitions and war supplies. The "production line" from timberland to consumer is a long one but it is busy at every juncture—and the Teamster is playing an important part in being the connecting link all along that line.

GENERAL EXECUTIVE BOARD

DANIEL J. TOBIN
 General President
 222 E. Michigan St., Indianapolis, Ind.

JOHN F. ENGLISH
 General Secretary-Treasurer
 222 E. Michigan St., Indianapolis, Ind.

M. J. CASHAL
 First Vice-President
 Room 712, 265 W. 14th St., New York, N. Y.

D. J. MURPHY
 Second Vice-President
 4111 Forest Park Blvd., St. Louis, Mo.

JOHN J. CONLIN
 Third Vice-President
 69 Jefferson St., Hoboken, N. J.

DAVE BECK
 Fourth Vice-President
 552 Denny Way, Seattle, Wash.

EDWARD CRUMBOCK
 Fifth Vice-President
 105 Spring Garden St., Philadelphia, Pa.

SIDNEY L. BRENNAN
 Sixth Vice-President
 706 First Ave., N., Minneapolis, Minn.

JOHN T. O'BRIEN
 Seventh Vice-President
 4217 S. Halsted St., Chicago, Ill.

G. F. WEIZENECKER
 Eighth Vice-President
 39 West McMicken St., Cincinnati, Ohio

FRANK BREWSTER
 Ninth Vice-President
 Seattle, Wash.

TRUSTEES

JAMES R. HOFFA
 2741 Trumbul Ave., Detroit, Mich.

WILLIAM A. LEE
 220 S. Ashland Blvd., Chicago, Ill.

JOHN ROHRICH
 2070 E. 22nd St., Cleveland, Ohio

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.
 222 E. Michigan Street
 Indianapolis, Ind.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
 (All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.



Timely Remarks

by DANIEL J. TOBIN

Labor's Dangerous Position

I have always voted, up to now, for the Democratic candidates, both in Boston as a young man, and in recent years in Indiana. Very often we were defeated but that did not discourage us.

I know of no time in the history of labor in which we are in a more dangerous position than at the present time, from a political, labor or economic standpoint. Labor has very few friends in either party in Washington. A few of them tell us about what they done in the past but the majority of both parties are absolutely, in my personal judgment, unfriendly to the honest, sincere claims of the organized working people of the nation. This may be considered a strong statement coming from me, the General President of this International Organization.

My first consideration is to serve the people who have elected me to office, the membership of the Teamsters Union. I will do nothing in any way to impede the progress of our government nor shall I encourage our membership to do so until our government is somewhat clear of the hazardous conditions that now surround it and threaten the civilization of the world. Our country belongs to us—the working people fought for the progress it has made. The sons of the working men comprise the Army both on the battlefield and in the industrial home front. We the workers have more to lose than any other class that comprise our citizenship because we are so vastly in the majority. Consequently, no man who is an American and no trade unionist, whom I consider the cream of the American citizenship, should do anything in any way to embarrass this nation of ours while we are engaged in a conflict that now seems to get to a more dangerous position every month.

I have no confidence that we can make anything

like a safe settlement with Russia. I am hopeful that we can but even if they sign an agreement with us I would still watch that agreement from day to day. Communism is a doctrine leading almost towards madness. Certainly Communism would destroy our concept of Americanism and the freedoms we now enjoy. But if we did get an agreement or an understanding after two or three years more of this continued agitation bordering on insults by the Soviet Government, we then would have to maintain our Army in order to be sure that that agreement would be observed. I believe in peace but I believe in peace with honor. I think the time is coming, at least I hope so, within the next year or two when we will be better prepared. I believe the time is coming when we must tell Russia we are sick and tired of this continuous uncertainty—you either come down to business or else. That would be my answer and I don't presume to know as much about the inside situation as the men who are now running our government, including those men who are running our armies and our defense.

Many times during my life time I have been threatened with men who said we will do this and we will do that—unless. That is about what Russia is doing to us now. After a certain length of time I advised those people; this is the law, this is my concept of the obligation I have taken to enforce those laws and to preserve this International Union and if you cannot subscribe to the justice and decency obtaining within those laws of the general membership, then you had better get out and stay out. In nearly all instances I have been successful and because of that our organization has grown today to be not only strong numerically and financially but to have the respect and confidence of the membership, of the public and of our employers, even though we cannot say and do the things to please everybody, all the time.

The point I am trying to make is we must tell Russia some day that we cannot go on forever in this state of uncertainty that has been destroying the economic world for the past several years. We must tell Russia that she should run her own country whatever way she wants to but she must let other countries run theirs and carry on as per the will of the majorities of the people of those several countries. There is a limit to this continued agitation and uncertainty which is destroying the desire of nations to advance industrially. We cannot go on forever like Old Man River with this doctrine that we have been threatened with for four years—that we must follow Russia or be submerged.

I am not going to find fault with our political leaders either now or in the years past but what we do need is a new awakening of some kind. I cannot say and will not say what it should be but we need more punch to our words and we need more power and courage to sustain the men who are offering their lives up in the bloody battlefields of a foreign nation fighting only for justice, decency and freedom.

We could use a little more punch in speaking to the political bosses who have broken their promises to labor, and are continuing to give us the "run-around" and double talk. Charley Wilson and his crew did not elect the majority party now in office. On the contrary, they did everything they could to defeat the majority party. Wilson, however, has the courage to speak up for his group. Labor, "please copy" for your own. Speak up. You owe the political bosses nothing. They owe you everything. Tell them now: "Don't wait," or else the working men and women of this country will tell them in November, 1952.

Tribute to Two Leaders

Sometime around the middle of March I appeared and spoke at length before the General Executive Board meeting of the Bakery and Confectionery Workers' International Union at Miami Beach, Fla. I don't know of any labor union, and I know them all, that has a finer class of trade unionists representing an International Union. President Bill Schnitzler, who succeeded Herman Winters, is an outstanding, well-informed, reasonably militant fighter in the labor movement who understands not only the problems of his own organization but has due respect and understanding of the difficulties of other labor unions with whom he comes in contact.

No finer man could be found in the labor movement than Herman Winter who has retired from the Presidency but is very active in all the affairs of the International. His experience and his honesty, in line with his fighting qualities in the cause of the membership, cannot be excelled by any trade union official in the American labor movement. For many years I would not go near the General Executive Board of this International Union, but Herman Winter and Bill Schnitzler have changed all this and their word of honor is a bond that I have never doubted.

Herman Winter is also a member of the Executive Council of the American Federation of Labor,

a position that the Teamsters were somewhat helpful in obtaining for this International Union but mostly for the man himself. As a member of the Executive Council of the A. F. of L., his judgment, wisdom and fair dealing on the many very delicate questions which frequently confront the Council, is second to none in the labor movement.

It was a pleasure for me, in behalf of our International Union, to say a word of encouragement to the International Board of this militant, real American Federation of Labor organization, the Bakery and Confectionery Workers' International Union of America.

The Fate of LLPE

Labor's League for Political Education and its continuance was discussed by the Executive Council of the A. F. of L. during its session in Miami Beach. I am not disclosing any secrets when I say to you that I favored shutting the shop and opening up again a few months before the next election in 1952. A great many of my friends on the Council believed that would not be the best way to proceed. Perhaps they are right. Of course, I meant that any obligation which Labor's League had incurred, such as the continuance of Frank Edwards on the radio, should be carried out to the letter.

After every presidential election, the second day after the election was over, for four general elections, we closed the headquarters of the Labor Division in the Biltmore Hotel in New York City. The records were filed and sent to the national headquarters for safekeeping and storage, the help was given a couple of weeks' salary and the institution was practically dissolved. Of course, the National Chairman held an office but moved it to the hotel headquarters in Washington, which is the Mayflower. There they had to carry on with one or two stenographers and the National Chairman and perhaps one adviser.

I believe that Labor's Educational League should proceed thus and cut down all expenses possible and revive and rebuild from the ground up shortly after the nominations of both parties, which take place in June and July, 1952.

I also had some information that some organizations of labor would not continue to pay any more money during the months between now and the time in which this Educational League would be revived. There is no use in denying that labor was set back in the last election; that Labor's League, with all its preachings and all the work put into it, did not bring

us the expected results. There have been many reasons advanced for this. Some of those reasons are sound and honestly given, but the whole fact remains that the voters have lost confidence somewhere, somehow and they did not go to the polls as they had in all presidential elections from 1932 to 1944.

The working people of the country, especially organized labor, have seen no results, only promises that have not been kept as obtained in the platform of the majority party, and, consequently, the spokesmen for labor connected with labor's educational league were unable to enthuse or wake up or embue the masses of the toilers with that spirit of belief and confidence which is necessary in order to get labor and its innumerable friends to turn out and vote and do the job right. Many people will say, "What's the use of looking backward, let's look forward." My answer to that is, unless we profit from our experiences in the past, then we cannot be successful in the coming years. I don't believe in crying over the lost elections that we should have won, but I do believe in girding together our coat of mail and building up a determination and a confidence through the columns of our journals, and there are over 300 labor publications representing labor unions throughout this country. I repeat, build up through education, through International Union official publications, and through the spoken words from International Officers a campaign so that we will be prepared in 1952 to do a better job than we did in 1950 or in 1948. I don't think it can be done by the present set-up called Labor's League for Political Education.

The International Brotherhood of Teamsters directly paid \$125,000 to the League. We were within the law but many of my people, as expressed in the meeting of our General Executive Board held in February this year, feel that we could have done more with that money ourselves, as demonstrated by us in the years past, and that we could have got better results than obtained if we had used the money in a political educational department run by the Teamsters Union. I don't know whether they are right or wrong who disagree with me in my own organization on this matter, but I do know that we could not have got much of a worse licking than we received. There is the fact, however, that we may have received an education from that experience which will help us as the years go on.

I have not lost courage or faith in the intelligence of the workers of the nation. I lived with them and worked with them for many, many years. They will

only follow leaders in whom they have confidence, especially at the polls. If they have lost confidence, as stated above, then it is our job within the next 12 months to endeavor to restore that confidence as we did in 1932 after we had been defeated by reactionaries from Harding in 1920 to Hoover in 1928. It can be done, it will be done, it must be done, but we must wipe the slate clean and begin our work once more at scratch.

I am speaking so plainly in this article because our International membership, the largest in the American Federation of Labor, has been set back by having the legislation for which our members fought for a quarter of a century wiped off the books in the legislative halls in Washington. That cleaning off has been assisted by some of the people we helped to place in office. We do not expect much from our enemies, but we do expect and should receive the support of the people we send to Washington.

I am interested and I am speaking plainly because our membership is suffering by adverse legislation, and I feel I would not be true to my task unless I said the things that I have written here, even though they are unpleasant. My first duty is to my country. My second duty is to the membership of the International Brotherhood of Teamsters who have placed me where I am.

They Restore Lives!

I have received a number of letters from interested persons, many of them our own members, asking why I don't write a few comments on the purposes and principles of "Alcoholics Anonymous," the organization which is doing so much to rehabilitate victims of chronic alcoholism. I have hesitated to do this because people might misunderstand, and each individual who is a victim of this dreadful disease might take it as a personal insult.

There are only a negligible number of our members afflicted with the disease of alcoholism. But, the few who are suffering from it are, like all alcoholics, the most pitiful human beings in existence, with the exception of drug addicts.

Like many laymen who are gravely concerned over the injuries inflicted on our society by this dread disease, I have done extensive reading on the subject. Also, I have taken advantage of every opportunity to talk with men of science and medicine regarding the affliction. The scourge of tuber-

culosis has been overcome by medical science. Likewise, men of medicine are now trying to find the answer to cancer. Some day, science will find the answer to alcoholism, but perhaps not until that disease has ruined the lives of hundreds of thousands of victims, many of them the best brains in the nation.

Even the agonies of tuberculosis and cancer don't surpass the torture and mental suffering experienced by the chronic alcoholic.

I fought against prohibition, because it was a curse to the nation. I don't preach abstinence; that decision should remain with the individual. But, in youth, when young men and women are preparing to take their places in labor and society and are contemplating marriage, the farther away they stay from even the first cocktail, the happier and healthier they will find their later years. No chronic alcoholic ever took a first drink knowing that he or she would fall victim to a terrible disease.

It is true that only one in perhaps every 10,000 who takes a drink becomes chronically diseased. But we cannot deny that alcohol is on the ascendancy. The unfortunate part of the whole story is that fathers and mothers don't understand the dangers confronting their sons and daughters when they agree with the youngsters that it is quite "smart" to sit around the cocktail table to chat and have "just one."

I remember when certain "cures" were sold to thousands as a solution to alcoholism. There were many so-called sanitariums around the country specializing in "curing" alcoholism, and most of them never cured anything. There was one such widely-advertised place in the Midwest and several institutions in the Adirondacks, which "guaranteed" to cure the alcoholic. Ninety per cent of their claims were pure bunk. Alcoholism cannot be cured by anything except will power, courage, determination and faith in one's self and in Almighty God. Regardless of one's denomination or whether he goes to church or not, he must pray in silence for help and relief. This is the key to the success of "Alcoholics Anonymous." Every one of the organization's thousands of members is a redeemed alcoholic. The membership is held a secret; among the ranks of AA are lawyers, doctors, statesmen, businessmen and other men of high positions who once had fallen so low they had become pitifully hopeless. Not long ago, I talked with such a prominent man. Once he had been dragged down by alcoholism. He had brought disgrace upon his family, and they had been forced to leave him. This man was brought

back to a useful life by Alcoholics Anonymous. Now, working silently and without fanfare, he is playing the role of a missionary and trying to help someone else, as he once was helped.

How do these great apostles of helpfulness approach a victim? They sympathize with them, they invite them out to meet other companions, they attempt to break the terrible addiction to this drug. They get together, five or six members of AA, and they designate each a night for bringing companionship to the suffering individual.

There is no use abusing an alcoholic. He is a victim of a disease which steals on him gradually over a period of years. The suffering creatures need sympathy and encouragement and, above all, they must not be left alone when they are not engaged in work or when they have time on their hands. A writer in England aptly declared recently, "They are more to be pitied than scorned."

If we went into a hospital and saw somebody suffering from a terrible disease, we would pity that person. We would help him financially if he needed such help. We would inquire from doctors regarding his chances of recovery. We should take the same attitude toward the individual who is a chronic alcoholic.

Yes, I bow my head to the great work of "Alcoholics Anonymous." The organization is succeeding in a mission which no other branch of society has been able to perform. You can isolate an alcoholic in prison for a number of years, but if he has no faith in himself and is not taught to resist temptation, the first day he comes out of prison he will go back to the drug of alcoholism.

A series of articles appeared recently in the Sunday newspapers by a Hollywood actress who told of her suffering, shame, degradation, and agonies she endured in the long hours of darkness. She told how she had lost friends and made enemies because of her affliction. Poets and writers, too, have been victims of the disease. It is said that one of our great poets almost died from the terrible drug, and we know that some of our great writers in the years past could not concentrate until they were drunk and on the verge of insanity.

I wonder how many of you have read the book, "John Barleycorn," by Jack London. It is a small book, does not take long to read and costs less than a dollar. London describes his own suffering, what he endured and how he fought the battle and lost fighting in an attempt to overcome the dread disease of liquor. I have admired Jack London all my life. He was an intellectual socialist raised around the

slums of San Francisco of poor parents, who paid no attention to the boy, as parents in many instances are doing now, until that boy became, through bad companionship, the worst alcoholic engaged in literature within the last half century.

I repeat that I am opposed to prohibition, because it begets crime, but I am speaking as one who through the years has seen some of the finest characters he has known fall by the wayside because of alcohol. Until "Alcoholics Anonymous" was formed, nobody was able to help them and restore them to the realization of the beauties of life. Today, almost everybody who has been redeemed through this organization is a volunteer worker for the institution.

If some one close to you is afflicted with this

dreadful disease, get in touch with the organization of AA in your local district. It costs nothing to the patient, and it brings blessings in most cases. It can do no injury, it may do good, because men who have redeemed themselves are anxious to help another victim. They, too, have suffered and endured the torments of hell, and they know the agony this disease can bring.

Some day this nation of God-fearing men and women may well build monuments to the founders of this institution. They will be remembered with gratefulness by those whom they have helped to redeem and bring back from the lost condition of alcoholism, a condition understandable only to the human who has suffered the awful torment of chronic alcoholism.

Beck Asks Aid in Tire Crisis

Executive Vice President Appeals to NPA for Rubber Allocations to Assure Necessary Tires for Trucks

A plea for action by the National Production Authority to direct allocation of rubber for truck tires has been made by Executive Vice President Dave Beck in his capacity as chairman of the Trucking Industry for National Defense Committee.

Beck's request telegraphed to Manly Fleischmann, NPA Administrator, is one of the first actions taken by the newly organized committee in behalf of the industry.

The critical truck tire situation brought to Fleischmann's attention by the committee chairman in the following telegram:

"Trucks and truck-trailers have been cut off by rubber companies from tires and from equipment since before February 1.

"As a result thousands of new trucks and truck-trailers, and also operating units vitally needed in defense program are immobile. The exercise of the authority of you and the President on Public Law 774 is urgently needed to unfreeze tires for trucks and truck-trailers by requirement of companies to allot tires to the trucking industry in accordance with Public Law 774.

I am signing this telegram in my capacity as chairman of the Trucking Industry National Defense Committee representing teamsters, manufacturers and the owners composing the trucking industry."

While the truck and truck-trailer tire situation is critical insofar as the industry and particularly the mobility of new equipment are concerned, it is not the only problem faced by motor transport. Of major importance to the industry is the shortage of steel for trucks and truck-trailers.

Pleas have been made before the National Production Authority for steel by the railroad industry and the trucking industry. The shortage in freight cars has resulted in the allocation of great amounts of steel for their manufacture. Indications are that in 1951, 2,700,000 tons of steel will be required for freight cars.

Persuasive arguments have been made before NPA in behalf of motor transport. Truck-trailer manufacturers want 321,000 tons. Trailer-makers have told the NPA that on the basis of equal alloca-

tions of metal to each mode of transport—rail and truck—the trailer-makers would be able to deliver from 9 to 13 times the tonnage service provided for by the steel in freight cars.

Figures have been given the NPA officials spelling out the difference in results of steel allocated to trailers over new freight cars. Statistics on the first seven months of 1950 have been advanced which prove, say the trailer-makers, that a ton of steel in trailers gives 13 times the tonnage service that an equal amount going into rails gives.

One of the reasons for the organization of the Trucking Industry National Defense Committee was to bring before the National Production Authority and other Government agencies the facts relative to the operation of the motor transport system in the mobilization program. The committee has indicated that it intends to pursue the task of seeing that all the facts on motor transport are placed before the proper officials.

"We know that motor transport offers a high degree of flexibility and efficiency as compared with other forms of hauling. We intend to see that the American public is not deprived of transport efficiency through a failure of our Government officials to know the facts," a committee spokesman said.



1951 TEAMSTERS' *National* CHECKING CAMPAIGN

TIME: From midnight May 6 to midnight May 11, 1951 (dates tentative). The All-Teamster check will be on a 24-hour basis.

EXTENT: All trucks, all crafts, all trade divisions, all jurisdictions in every city and over-the-road. All trade divisions will cooperate.

INSTRUCTIONS: Your Joint Councils and Local Unions will be advised fully as to procedure to be followed.

***All* TEAMSTERS JURISDICTIONS ... EVERYWHERE!**

T rucks to Move Mail



TRUCK TRANSPORTATION will shortly assume a position of added stature and responsibility when the U. S. mail, long considered a province sacred to railroad interests, starts moving over the highways by truck.

In a move characterized by Assistant Postmaster General John M. Redding as "the most important change in basic postal transportation policy since air mail," the Post Office Department has decided to let contracts to trucking concerns for transportation of mail for short-haul distances. The maximum distance, according to present plans, would be about 200 miles.

In the beginning, only a very small percentage of mail would be truck-transported, but Post Office Department spokesmen have stated that the trucking industry "will get a substantial part of the short-haul mail eventually."

Two Factors

In addition to the increasing importance of highway trucking two factors have contributed to the making of the new post office policy. One has been the desire of the railroads to have a still greater increase in the rates paid them for hauling mail. The other has been the deterioration of the service provided by the railroads.

At the present time the railroads have a petition before the Interstate Commerce Commission which asks

for a 95 per cent increase in the rates paid over the 1947 rates which are in effect at the present time.

Many railroads have discontinued a considerable number of their local service trains. This means that transfer of mail from through lines to spur lines is greatly delayed. An instance cited by Assistant Postmaster Redding concerned poor rail service that is given Scott Air Force Base in Illinois.

Quicker Service

Mail for the base is made up and ready to go at midnight from the post office in Belleville, Ill. But it is not until late in the day that the next train reaches the base. A truck, said Redding, could pick up the mail at 6 a. m. (or any time after it is made up) and deliver it to the field in time for the first distribution.

When it is considered that not only letters from home but vital air force defense matters are carried by mail thus delayed, the importance of prompt mail service is underscored and the role of truck transportation is enlarged.

The award of mail contracts to truckmen will come under the provisions of the Star Route service, first instituted in March, 1845, at a time when the rails had grown great enough for the Post Office Department to discontinue subsidizing the stage coach lines. This is the way it will work:

Mail will be carried via railroad

on a main line to a junction. There a truck line will pick up the mail from the post office served by the rail line and take it to one or more other points off the main line where rail service does not provide the better service which trucks can give. On the return trip the truck will pick up mail from post offices along the route and deliver it to the railroad.

The trucker will not make individual deliveries of mail as does an RFD carrier. Contracts for Star Routes are let for a four-year period on a bid basis. Payment is in a lump amount for the service and is not computed on a mileage nor on a ton-mile basis. The bidders will be given data on the mileage and some idea of the amount of mail matter to be expected so they may base their bids thereon.

Origin Explained

Star Routes take their name from language used in the bids which stated that the contract should be let "to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference for the mode of such transportation than may be necessary to provide for the *celerity, certainty and security* of such transportation."

The phrase in italics was used so much in bookkeeping that post office men started using asterisks . . . * * * . . . to indicate "celerity, certainty and security." Thus they began to be known familiarly as "star (★)



In the Philadelphia area trucks already have begun the job of delivering U. S. mail. These photos show some of first scenes of Teamsters handling mail cargo.

routes" and in 1859 the Department itself began to refer to them as such.

"Celerity" will certainly be increased under the proposal as shown by the examples cited by the Assistant Postmaster General. "Certainty" can never be in doubt with the network of all-weather roads. "Security" of the mails will be increased by using truck transport because there will be less waiting with mail piled high along the rail ends.

Mr. Redding testified before the Interstate Commerce Commission:

"At many stations mail is not guarded against theft and is handled and stored at vulnerable places far removed from the station proper." He also testified that mail is even handled in many places where it receives little or no protection from rain and snow. When frequent truck transports whisk the mail away, such hazards would be eliminated.



Truck operators who undertake star routes, if the usual procedure is followed, will be required to post a performance bond. This will, in turn, bond all the drivers. Most drivers for large firms are already under one or another form of bond

inasmuch as many valuable shipments are handled daily.

Short-haul mail is a \$100,000,-000-a-year item with the Post Office Department. In the beginning, according to the Assistant Postmaster General, trucks will not have their total business increased more than one per cent because of the switch in policy. However, as time goes on and the advantages accruing are made evident, it is probable that more and more of the hundred million will be added.

Naturally, the total cost per year of short-haul mail will go down due to truck economy. The Department has estimated that moving a 60-foot railway mail car a distance of 200 miles costs 80 cents per mile; a total of \$160. These cars are virtually never full, particularly on

the short-haul runs. If the run is reduced to 20 miles, the cost of the mail car transportation may run as high as \$3.20 per mile, according to Post Office Department statistics.

On the other hand, Mr. Redding

(Continued on page 32)

United Labor Plans Its Fight

WITH organized labor and non-union wage earners alike smarting beneath the thumb of a Big Business-dictated mobilization program, local and state representatives of all major elements of the labor movement met in Washington March 20-21 to map a program of action designed to bring about a "new deal."

The delegates were summoned to Washington by the United Labor Policy Committee to form a concrete policy for defending labor's interests against present mobilization and control policies.

Joint Session

Officials of the American Federation of Labor, the Congress of Industrial Organizations and the railway labor organizations convened in separate meetings on the first day of the two-day parley. On the following day, March 21, around 700 representatives of all three groups met in a unique joint session. The presence of AFL President William Green, CIO President Philip Murray and other leaders of both major factions of labor on the dais emphasized the unity of labor's determination to rescue the average citizen from the heavy penalties of present mobilization policy bungling.

In his appearance before the meeting of AFL representatives, Mr. Green demanded that Congress enact a new Defense Production Act, an equitable tax program based on the principle of equal sacrifice and a defense housing law which would provide defense workers housing at reasonable rentals.

Genuine Voice

The federation leader also said labor must insist that it be given a "genuine" voice in the shaping of economic and manpower policies related to the defense effort. He called for a Wage Stabilization Board which

Local and State Representatives of AFL, CIO, Railway Unions Meet in Washington; William Green Urges Enactment of New Defense Production Act

would have authority to handle all "labor disputes" affecting mobilization.

At the second-day, "all-labor" session in a packed Washington hotel ballroom, President Green sounded the keynote of labor's campaign for a sensible policy of wage and price control.

To attain the necessary strength to safeguard world peace and protect freedom against Communism, he declared, our mobilization program "must command the confidence of the American people."

Fair To All

"They must be assured," he declared, "that defense policies will be fair to all and just to all—that equality of sacrifice will be the fundamental principle."

Mr. Green said, "We are not getting that kind of defense program today."

As examples of "great wrongs" to the American people, he cited these facts:

"The cost of living is still climbing. Prices have not been controlled. Only wages have been frozen. Our tax laws give special privilege to the wealthy, while low-income families are forced to pay more than their fair share. Corporation profits are breaking all past records, while the standard of living of the plain people of this country is being steadily whittled down."

There are two reasons why the country finds itself in the present economic crisis, the AFL leader declared.

First, he said, Congress has failed the people by adopting a Defense Production Act last year which went

out of its way to "lard the law with special privileges for business interests." That law, he continued, has made it virtually impossible to stabilize the cost of living.

The second reason for our present floundering, Mr. Green said, is the fact that the Administration has been intimidated by the reactionary coalition that "rules the roost" in Congress. Apparently, the Administration decided to appease Congress in order to get some cooperation from the lawmakers, he told the joint session.

"This policy of appeasement accounts for the mysterious silence on the part of Administration spokesmen in the face of the repeated failures of Congress to fulfill the needs of the defense program," the AFL leader asserted.

Moreover, he said, the policy of appeasement resulted in the even more serious failing of appointing only big business executives to "almost every significant position in defense agencies."

Structure Examined

Mr. Green then examined the top structure of the defense policy set-up. At the top, he said, is Charles E. Wilson, ex-president of the mammoth General Electric Corp. and, beneath him, are lesser business executives, each representing some special industry and given the responsibility of shaping policy for the industry in which he specializes.

"Believe me, these representatives of business are taking good care of their own businesses," the federation spokesman declared.

"Where does the public interest fit into the picture? Where does la-

bor fit into the picture? Nowhere!"

Before the arrival of Wilson on the scene, an entirely different spirit had prevailed around the mobilization picture, the speaker said. Chairman Symington of the National Security Resources Board, which then was coordinating defense agencies voluntarily sought the cooperation of labor, business and agriculture.

"The advent of Mr. Wilson," President Green continued, "threw the policy of democratic defense participation into reverse."

"He staffed defense agencies from top to bottom with businessmen . . . Labor was left out in the cold. The only representation we had left was of an inconsequential nature, for window-dressing purposes only.

"Because of big business domination, we got built-in inflation instead of stabilized living costs."

Mr. Green said the dictatorial policies of the big business brass ended all thought of effective price controls and heaped on the consumer the added misery of a "rigid wage freeze, instead of flexible and workable wage stabilization."

The AFL leader bluntly accused the Administration of bowing to the high-riding business leaders on the question of manpower supervision. Because of big business' influence, he said, authority over civilian manpower was summarily transferred from the Department of Labor to Mr. Wilson's own office.

Mr. Green said the charges that labor has walked out on the nation's mobilization program are untrue.

"We were never in the defense program," he declared. "We were not invited in. We were deliberately kept out."

Secretary - Treasurer George Meany of the AFL followed CIO President Philip Murray on the speaker's rostrum and opened his attack on wage-price policies by saying that present rents and prices are "symbols of oppression" against millions of wage-earners.

He termed the present "price controls" a "hoax and a fraud."

"They don't control anything,"

he declared, "and I doubt that they ever were intended to control anything."

Mr. Meany asserted that the present system actually "encourages" wholesalers and retailers to increase prices.

If consumers are going to get a fair deal, Mr. Meany declared, "we're going to have to have something that looks a lot like OPA."

He also said some sort of rationing of scarce commodities is going to be required to assure every person a fair opportunity to share goods in short supply.

First step in solving our economic troubles, the AFL official said, must be the scrapping of the present system.

Mr. Meany said it was obvious

that present price controls were ineffective and favorable to business because men in Congress like Taft and Wherry, who always have "raised up on their hind legs" at the mention of price controls, have had not one word of criticism for the present system.

Emphasizing that changes in the present system of policy-making must be agitated by "pressure" on the local level, Mr. Meany declared that "it might be November of '52" before we convince Congress that changes must be made.

Out of the two-day session of speeches and conferences, labor expects to shape a definite, unified plan for pressing its demands for a fair wage-price policy, an equitable tax program, a sensible manpower plan.

United Labor's Program for Action

The need for an effective anti-inflation program dealing with prices, rents and taxes is obvious to all the American people.

Action must be undertaken by the Administration and by Congress to protect every American and to safeguard the defense program itself.

Action will be taken if the American people make their voice heard in unmistakable terms.

To carry out the declaration of principles adopted here, we agree:

1. To enlist cooperation in support of this anti-inflation program from all community organizations which support our democratic institutions and are devoted to the anti-totalitarian objectives of America's defense program.

2. To promote public meetings, radio and television programs, speeches before community groups and other appropriate means of alerting every citizen to the need for improved defense mobilization and anti-inflation policies.

3. To forward letters, telegrams, petitions and memorials to President Truman and members of Con-

gress in support of the principle of equal sacrifice and fair play in the mobilization program. Our first objective is the improvement of the Defense Production Act.

4. To help establish local consumer committees through which the people may be fully advised of the developments in Washington, violations of price regulations may be publicized, and to cooperate with public-spirited merchants for local anti-inflation programs.

5. To encourage authorized delegations from labor and other groups to seek appointments with Senators and Congressmen during the forthcoming Easter recess to set forth the problems of the consumer.

6. To secure the widest publicity through the labor press and, if necessary, through the purchase of local radio time and newspaper space, for the voting record of Senators and Congressmen on major bills affecting the fight against inflation and for a better defense mobilization program.

To this program of action, we pledge our united effort.

EDITORIALS

Trucking the Mails

The United States Post Office Department is taking another step which can be chalked up to progress and very much in step with the times—from a transportation viewpoint at least.

The Post Office Department is turning to trucking to carry some of its mail. How much may be hauled, we cannot say yet, but it is certain that trucks are destined to play a growing role in postal transportation.

The Post Office Department has used modern transportation to carry mail and it should occasion no surprise that trucking will play a part. The surprise is that the Post Office Department has not turned to trucking in a big way long before now.

Recently the Department celebrated the tenth anniversary of the establishment of the highway post office. The first route established was inaugurated between Washington, D. C., and Harrisonburg, Va. Highway post offices have travelled over 13 million miles. These vehicles are equipped with a driver and a postal clerk.

While the highway post office system is hardly the same as transporting mail in large quantities by truck, it is an indication that the department can well profit from using the modern motor transport to speed the mails.

A Dangerous Trend

With the manpower situation tightening in many places, there is a strong drive being made to bring into the United States a far greater number of Mexicans than have heretofore entered the country. The United States Government and Mexico recently held a conference on the labor problem. As a result a new agreement will probably be drawn up to be effective July 1 of this year.

The drive is on, particularly by the large farm groups, to bring in Mexicans to help in the large farming operations, especially in the West and Southwest. "Wetbacks" or illegal entrants have been filtering into the country in substantial numbers.

American labor groups have raised warning signals against the influx of cheap Mexican labor. The Teamsters and the AFL Farm Union are two organizations vitally affected. Migrant labor can be brought into

the country and paid a substandard wage. This, of course, affects the wages and living standards of American workers.

A curious twist is developing in the labor situation which may help somewhat. This is the fact that Mexico is said to claim that it cannot spare as many workers as the U. S. wants. The high level of need for manpower is apparent in many parts of the world and apparently has hit Mexico.

The trend toward wanting to bring in large numbers of Mexicans is dangerous to American workers and is a tendency which should be noted and stopped before the protective gates of immigration are irreparably shattered.

Who's Winning the Cold War?

Who's winning the cold war?

The answer to that is not easy, but we do have some evidence of what American citizens think about who is winning. In a recent public opinion poll, a sampling of citizens throughout the U. S. was asked, "In general, who do you think is winning the cold war—Russia or the United States?"

The answers reveal American attitude interestingly. A total of 30 per cent think Russia is winning and only 9 per cent think the U. S. is ahead. Twice as many Americans today, according to the poll, think Russia is winning as did in 1948 and a shade more than half as many Americans feel that we are ahead as thought so three years ago.

These results should make all of us think. Are we doing a good Voice of America job and are we doing other things in the international area which are keeping us ahead in the cold war? Apparently not. We should take another inventory of what we are doing and why, how we are doing and what can be done to improve our efforts in the cold war.

The Problem of Parity

Congress may be asked to tackle one of the toughest political problems in America soon—the problem of farm price parity.

When price controls were established, a number of

exemptions were made by the Office of Price Stabilization. The exemptions were made, however, because Congress had said that parity-protected products would not be subject to stabilization—as long as they were not above parity.

Considerable concern has been expressed about this parity problem because the exemptions made the food control problem more of a sieve than a ceiling. Through the holes in price control we can see prices going up in chickens, butter, eggs, citrus fruits, carrots, beets, spinach, milk, turkeys, sugar, beans, sweet corn, tomatoes, etc.

The time may be at hand to re-study the whole problem and philosophy of farm parity. The problem will be a tough one for politicians to face—but the housewife is facing a tougher one every time she goes to the grocery store. This parity business is a problem which Congress cannot duck—it will have to review the situation.

The Other Side of the Atom

The tensions of modern conflict and the various tests being made of atomic weapons obscures the peace-

ful side of atomic energy. The atom in peace is receiving far too little attention in terms of its growing importance in modern life.

A few years ago we had a spate of articles and Sunday Supplement material on atomic energy and how it was going to revolutionize our lives. After the first burst of rhetoric, the country and the world awakened to the realization that atomic power was not just around the corner and that some of the bright promises of the Sunday pieces were far from immediately probable.

But the scientist and the engineer have been working steadily and with little fanfare in the use of the radioisotopes, another phase of using atomic energy. Through the isotope all sorts of work can be experimentally performed with speed and accuracy. The field of the isotope is a growing one which is having great importance in industry, agriculture and medicine.

The radioisotope has been called “one of the most useful tools devised since the invention of the microscope.” This tool is being widely adopted and while we do not realize it, we are reaping a great benefit from the peaceful or “other” side of the atom.

Plan Now for the 1951 Checking Campaign

In a few weeks, the International Brotherhood of Teamsters will undertake one of the biggest and most important ventures in the Union's history.

Let no member be mistaken—the 1951 National Checking Campaign is an endeavor in which every person of this International—regardless of his job—has a vital stake. The measure of success we attain in this vast undertaking will have a direct bearing on the measure of security you and your Union will have in the years ahead.

In 1949 we conducted our first nationwide organizing survey—the Over-the-Road Truck Checking Campaign. During this drive, only over-the-road trucks were checked, but the International learned a lot. We found the weak spots in our organization's strength, and after compiling the campaign's results, we were able to plan our organizing strategy in a way which would produce vast benefits with a minimum of lost effort.

Success of the 1949 drive made it imperative for us to broaden the scope of our checking drive in 1950. It was expanded to include all trucks—“everything that rolls”—and was carried out as the 1950 All-Truck Check.

This year the checking campaign has been broadened again—to include every jurisdiction of the Teamsters' Union.

Moreover, the General Executive Board at its recent

session unanimously declared the National Checking Campaign to be a national policy of the International and called on all officials and organizers to cooperate.

The 1951 Teamsters' National Checking Campaign is scheduled tentatively to begin at midnight, May 6, and continue to midnight, May 11. It will be conducted on a 24-hour basis.

Trucks of every type, every craft of every jurisdiction in every city and on every highway in the nation will be covered by this year's checking campaign.

All trade divisions of the International will cooperate to assure success of the check.

The National Checking Campaign marks an epochal milestone in the progress of this International. It is a step which, along with the many achievements already attained, can help build this Union to a position of strength where it can protect itself not only against employers bent on destroying it, but against anybody or any group which might seek to break its spirit and effectiveness.

We are certain every local officer, every joint council officer, every trade division officer and every International officer will cooperate. We are confident the success of the National Checking Campaign will surpass that of the drives in 1949 and 1950.

We know we will succeed, because every one of our million members has a personal stake in the campaign. None of us can afford to fail.

Our Foreign Farm Labor Ills

MAJOR item of concern at the moment to the Teamsters-Cannery unions on the West Coast and particularly in California, is the importation of Mexican National and other foreign labor. Some 10,000 Mexican Nationals, under treaty between the State Department and the Mexican Government, are presently employed in California. Under the treaty, a new batch moved in from Hermosillo, Mexico on February 25.

On February 8 of this year, the farm placement chief of the California Department of Employment predicted that there would be a peak season agricultural shortage of some 75,000 stoop labor workers in the state.

Pattern Cited

A pattern exists formed by experiences in the past with imported Mexican Nationals that would most certainly by the same pattern and program where labor is imported from any world area into the agricultural effort in the United States.

The concern of the Teamsters-Cannery unions is that the authorities, using the present "emergency" as a backdrop, will move a large number of imported laborers into the canneries and processing plants as a "manpower shortage" measure, despite the fact that the food canning and processing industry workers are listed as non-agricultural labor. This concern has a firm and factual foundation for the reason that the cannery unions were confronted with just this sort of action during the last World War emergency.

Despite the fact that a stoop labor shortage may exist during the coming season, the importation of foreign labor, under any international treaty, is responsible for an evil of long standing in the State of California due to the importation

Teamsters' Cannery Workers Are Concerned Over Invasion of Foreign Workers; Deplorable Conditions in Farm 'Labor Camps' Exposed

of Mexican Nationals that, little over a year ago, cast a sordid and an unsavory shadow over the state that, despite an immediate move to rectify an appalling situation, hasn't quite cleared up the picture.

Originally, the Mexican farm labor treaty, which must certainly be a pattern for any treaty, was effected at the instigation of the "industrial farmer" associations, organizations branded by the unions in the West as "financial farmers." Over the years the action of the treaty has produced great evils. (1) A deliberate and calculated substandard depression of the wage scale of American agricultural workers, accompanied by a formidable barrier against organization of these workers into labor unions. (2) The creation of filthy slum areas in the farm districts—slum areas in the nature of labor camps that, even the worst urban slum sections, by comparison, are havens of decency and hope.

Same Old Cry!

The hue and cry at the outset of each harvesting season in California has been—"there will be a serious farm labor shortage this season that may well threaten the economy of the state." And then, in came the Mexican Nationals. The absurdity of this claim was made damnably evident during the 1949 season. And in becoming damnably evident it was proved that the sole maneuver of the "financial farmers," aided by some of their friends in authority, was the bed-rocking of a substandard wage—cheap farm labor.

Prior to the 1949 season, the unions had warned that the agri-

cultural labor market would be glutted. The union warning was a cry in the wilderness. The Mexicans came in and coupled with the illegal entries (about 20 per cent of the imports fail to return to Mexico each year under the treaty) the top blew off the economic powder barrel. The stench was terrific and the picture that was revealed, was one of unbelievable horror and shame. The labor camps were overcrowded during the season; the big crop—cotton—was harvested many weeks short of schedule and 125,000 agricultural workers were thrown on the dole of the counties causing a crisis that forced them to appeal to the state authorities for emergency aid.

Newspaper Exposé

During the 1949 cotton season, a baby died of malnutrition in one of the degrading labor camps in Fresno County. The *Fresno Bee*, one of the important public-spirited McClatchy newspapers published in California's rich agricultural valleys, looked into the matter. James McClatchy, reporter for the *Bee*, found that other children in the camps had died of the same cause. McClatchy was assigned by his paper to make a thorough investigation of the labor camps in the Fresno valley.

The result was an expose that rocked the nation. The *Bee* told the whole sordid story of filth, degradation and disease among the workers who harvested the finest food crops in the world; who produced a billion dollar yield into the coffers of the richest farm operators in the world.

It was revealed that farm labor, both Mexican National and free American, was supplied by labor contractors, who herded them into controlled shack and tent camps. None of the state or federal regulations governing camp sanitation or operation were even recognized. It was found that cesspools of camp drainage were integral parts of the camps themselves; that rancid water pools from the dripping water stations were never cleaned away. Diarrhea was prevalent among the children who crowded the camps. Toilet and bathing facilities were negligible and what facilities existed were filthy, unsanitary and disease breeding.

Orders Ignored

Practically every directive and regulation concerning camp operation was ignored. Children from seven years up were working in the cotton fields with their parents when they should have been at school; medical attention, if necessary, was remote; first aid was a mirage; garbage cans, supposed to be kept covered under regulation and emptied periodically, overflowed their filth in the pathway of the tents and pitiful shacks that the workers and their families lived in. Children played among the filth of the garbage cans and the stinking disease breeding cesspools.

The pitiful and shameful revela-

tion, ignorance with its attendant dirt, diseases, uncouth personal habit practices and degrading concepts was fostered rather than attacked, because it is a cheap deal for the labor contractors and an even cheaper deal for the "financial farmers" who reaped their banner cotton crop in 1949.

Conditions Still Exist

The ugly and sordid story of human beings—thousands of American families—forced by circumstance and a deliberately planned greed farm labor economy to live and breed, in an atmosphere not even imposed on farm livestock, was revealed in this fine human crusade by the *Fresno Bee*. The full telling of that shameful story would take volumes. The point is, however, that, practically these same conditions exist in the labor camps right now, and faced with another horror aspect that most certainly will materialize under the "emergency manpower program," the Teamster-Cannery unions want something done about it before the nightmare starts.

There is no housing in the farm areas for agricultural workers, either American or Mexican National, or any other imported labor, other than the infamous labor camps. There is no method of syphoning the labor into the fields other than through labor contrac-

tors that control the camps. It has been proved through the years that there is no adequate inspection of any phase of operation of these horror camps.

Primarily the Teamster groups have been trying to have something done to wipe out the evil of the labor camps. The crusade of the *Bee* has had a salient effect. Governor Warren, appalled at the situation, appointed an investigating committee. As a result there are some bills affecting the situations in the current legislative hopper. To quote McClatchy concerning these bills—"Nobody can claim the offered legislation will solve anything, but it is the first solid step in the right direction in the memory of anybody around here."

Sins of Emergency

It is inevitable that foreign labor brought into the country to work in the agricultural areas must of necessity be housed in the same labor camps that are in existence and that have created scandals by their expose in the various areas.

But that seems to be the very point. Now we have an "emergency." And we have the example of the practices of the "financial farmers" in the past. And we know how many sins were committed in the name of "emergency" during the last war. It is very likely, under the "emergency" that "the first



Tent cities like one above lack adequate sanitation facilities, breed disease. They're usually run by "labor contractors."

solid step in the right direction," as McClatchy stated, will be heaved overboard.

The Teamster-Cannery Council wants to have strict regulation of the farm labor program under the "emergency," enforced from the point of inception (the importation of foreign labor) right straight down the line to all the workers in the food industry on all the jobs.

The Teamster-Cannery Council would prefer that all the labor camps in the agricultural areas in the nation be put immediately under Federal Government control, overhauled, completely cleaned up

and re-established under rigid regulations and inspection that would enable the workers and their families to at least approach an American standard of decency, sanitation and clean living. Also as far as the canneries are concerned where specialized work is being performed, all outside labor channeled into them should be American labor, utilizing the handicapped and older workers before foreign labor is brought in.

If this is an "emergency" to protect the nation, let it also be an emergency to protect the people who protect the nation.

Moreover, it was emphasized that there is no manpower shortage in these industries at the present time. Furthermore, the A. F. of L. spokesman testified, when and if a shortage should arise, the jobs—predominantly performed by women—could be filled by wives of American workers in the affected areas.

Safeguards Asked

The A. F. of L. also maintained the bill should contain specific safeguards to prevent possible undercutting of wages by foreign workers.

In addition, the A. F. of L. asked that specific provisions be made in the bill to give preference to Puerto Rican and Hawaiian workers in event it is found necessary to import workers. The Federation firmly contended that the domestic Puerto Rican and Hawaiian labor supply should be exhausted before any foreign labor is brought into the country.

Regarding the government-provided benefits which the bill would assure imported workers, such as burial expenses, the A. F. of L. declared employers who benefit through the program should be required to help meet the costs of such expenses in order to avoid placing unnecessary burdens on the American taxpayers.

Farm Labor Bills in Congress

A. F. of L. Insists on Provisions to Protect

Teamster Members; Use of Domestic Labor Urged

A proposed bill to authorize importation of farm labor, under certain conditions, has been drafted by the Department of Labor, along with similar legislation, and now is under consideration in Congress. The measure provides for importation of foreign agricultural labor if the Secretary of Labor finds these conditions exist:

Employers have offered domestic workers same conditions of employment as are offered to such foreign workers.

No domestic workers can be obtained to accept such offers.

Employment of foreign workers does not adversely affect the wages and working conditions of domestic workers.

Benefits Provided

The bill also provides the Secretary of Labor to provide, at government expense, medical care for the workers during their stay in the United States, burial expenses, temporary maintenance in reception centers in the foreign countries and in the United States, transportation to place of employment, subsistence allowance while in transit and return

of workers to place of recruitment. Similar benefits would be given domestic farm workers, with exception of burial expenses.

The Secretary of Labor, under the proposed bill, would be authorized to purchase, lease or construct and operate housing facilities for migrant workers while in transit.

The American Federation of Labor has made several recommendations to improve the proposed legislation. Testifying before the House Committee on Agriculture, Walter J. Mason, a member of the A. F. of L. national legislative committee, advanced these suggestions from the Federation:

The definition of "agricultural labor" should be limited to include farm labor only and not to cover workers employed in the canning, packing, freezing, drying and processing of agricultural products. It was pointed out by the A. F. of L. representative that blanket authority to import foreign workers for employment in these industries would have serious effects on the wages and conditions of thousands of members of the Teamsters' Union and the Butcher Workmen's Union.

Navy Saves Cash

Savings to the Navy—and that means to the taxpayers—of \$7 per thousand in board feet lumber loading are resulting from a suggestion at the Oakland, Calif., Navy supply center.

The unit method of loading lumber was adopted whereby lumber of like size is strapped together for easy handling by fork trucks. This method of handling requires the cooperation of the lumber industry suppliers. The new method adds \$2 per thousand to the cost to the Government but the cost of handling the lumber is reduced from \$9.51 to less than half a dollar.

Defense Moving Into High Gear

THE defense mobilization program is moving forward on a wide front with activity being stepped up in nearly all sectors. The chief characteristics of the defense program as March came to a close were:

1. Intense efforts behind-the-scenes on the part of Government officials to bring organized labor back into full participation in the mobilization program.

2. Increased emphasis on manpower problems with the appointment of two leading figures in manpower—former Senator Frank Graham and former Representative Mary T. Norton.

3. An accelerated program of price ceiling regulation enforcement on the part of the Office of Price Stabilization.

4. Substantial progress reported in defense production.

5. Increasing problems of transportation in connection both with defense and the normal peacetime civilian economy.

Government officials, realizing that participation of labor in the mobilization program is essential to success, have been unceasing in their efforts to work out a formula for re-entry by trade union representatives. Chief in the attempt to get labor back into the fold has been Eric A. Johnston, Economic Stabilization Administrator.

Middle Man

Johnston has been the man in the middle in the labor-Government situation. On February 28 the three labor representatives walked out of the Wage Stabilization Board in a sharp clash with Government and industry members over General Regulation No. 6.

After blasting this regulation, labor members reported back to the United Labor Policy Committee, which in turn asked that all labor

representation be withdrawn from the mobilization program. Johnston later was under attack for his signature making Regulation No. 6 effective. A short time thereafter Johnston began having conferences with labor representatives in an attempt to work out a successful formula.

As this issue of *THE TEAMSTER* was ready for publication, the President was being asked to agree to a greatly expanded—in fact, doubled—Wage Stabilization Board. This new Board would have 18 members and its power and authority would be greater than that exercised by the former Board. Under the new plan the Board would actually become an adjudicating body and would settle disputes—in situations referred to it by the President or submitted by the contesting parties to a labor dispute.

Whether or not such an enlarged Board would be acceptable to the President and to industry members by late March seemed still problematical.

During the period following labor's withdrawal, a nation-wide "educational campaign" on the problems of inflation, stabilization and wage controls was waged by leaders of organized labor in meetings, by radio, and in connection with conferences with individual Representatives and Senators in Washington. This "educational" period was designed to bring to light the many facets of the complex problem thereby creating a more favorable understanding for labor in the working out of a new labor-participation program in mobilization.

On the manpower front one of

Frank Graham Gets Manpower Post; Civilian Economy Has NPA Spokesman As Arms Needs Bite Into Materials

the most important developments was the revamping of the office in the Department of Labor having jurisdiction of manpower problems. The Secretary of Labor appointed former Senator Frank Graham as Defense Manpower Administrator. He will head up the office in the agency called now the Defense Manpower Administration, which supersedes the old Office of Defense Manpower, which was headed by Robert C. Goodwin.

Under the new setup the defense manpower functions of the Bureau of Employment Security will be under the direction of Graham with Goodwin as executive director of the new Defense Manpower Administration and deputy administrator.

Outstanding Records

Both these men in the Labor Department have outstanding records in the labor field. Graham served on the World War II Labor Board and has had signal success in settling labor differences. Goodwin, less known to the general public, is a career man in Government and was one of the top officials of the World War II Manpower Commission. The two should work in harness as an excellent team, Washington observers believe.

Another aspect of manpower—or perhaps it should be called "womanpower"—concerns the appointment of Mary T. Norton as consultant on this phase of employment problems. Representative Norton retired from Congress after a long career in which she specialized in labor legislation. The tremendous need in the mobilization production program of women workers is posing a series of

problems which the Department of Labor hopes may be met, in part at least, by a consultant of the stature of the former New Jersey Congresswoman.

The Director of Price Stabilization, Michael DiSalle, under pressure to make price ceilings actually work, by late March was getting his enforcement machinery in shape. He had named Edward M. Morgan as chief enforcement officer and was rapidly shaping up the field staff of OPS. Warnings had been issued to industries and merchandisers in the fields in which ceilings had been imposed to comply with the regulations—"or else." The "or else" meant prosecution which DiSalle had said he would employ in order to hold up as example the first price law violator he took action against.

The nation is being reassured by Mobilizer Wilson that the production situation is under control and that marked progress is being made all along the line. By late spring the defense program should start biting into the civilian supply, economists say. As more and more plants convert all or part of their capacity to the arms program, the civilian supply of goods, particularly in metals, will be cut.

Outstanding in the efforts to increase supply and production were the steps taken to add to the nation's steel capacity. The industry reports that steel-ingot capacity is now 102 million tons a year and will rise to 117 million tons by the end of next year. New plants are being built and old ones are being expanded in this all-industry move to increase over-all capacity.

With metals as the most critical item in the production program,

sharp attention is also being devoted to metals other than steel, particularly to aluminum. With aluminum needed for planes and other items in the arms picture, the country's capacity is being taxed at present and current plans point to an expansion by at least a third by the end of 1951.

With production going at top level capacity and before there is a complete changeover, the nation is witnessing a piling up of inventories in the warehouses of the nation. The inventories are reported heavy despite heavy purchasing by consumers with money to spend, particularly in the durable goods and appliances fields.

Since heavy emphasis is being devoted to arms needs, many key civilian items are suffering or about to be seriously affected. In the transportation field, this is found in the need for truck tires and steel for trucks and truck-trailers. A discussion of this appears elsewhere in this issue of THE INTERNATIONAL TEAMSTER.

Before the civilian economy feels the pinch too seriously, efforts are being made to see that the non-defense consumer is given a measure of protection and consideration. The National Production Authority has established an Office of Civilian Requirements. This office is headed by a radio network executive and well-known figure from the West Coast, Lewis A. Weiss.

Battle for Materials

The job of the new office is to battle for materials for the civilian economy. He will be the official to whom civilian manufacturers must come in order to get their story told

on materials needs. His big job lies ahead when the so-called Controlled Materials Plan is placed in operation. By this plan a quarterly allotment of goods and materials will be made—what industries get how much will be the chief concern of the plan's sponsors. How much the civilian economy will be helped in the months to come may well depend on the effectiveness with which the Office of Civilian Requirements operates.

In the transportation field difficulties were arising by late March. The trucking industry, as indicated heretofore, is making a strong plea for necessary materials, particularly of steel and rubber, in order to keep trucks and truck-trailers rolling. How effective the pleas of the industry through its Trucking Industry for Defense Committee remains to be seen.

While trucking is battling for its seriously needed materials, the railroads have been handed an interim rate increase which comes despite pleas of stabilization and other Government agencies against a hike at this time. The interim rate boost, roughly, is 4 per cent in the East and 2 per cent in the South and the West. The railroad industry in its request to the Interstate Commerce Commission had asked for a straight across-the-board 6 per cent boost.

While the new boost is by no means as much as the rails requested, the boost will affect economic stabilization. The railroads have also said that they would seek a 10 per cent freight boost to cover recent pay raises granted the railroad brotherhoods.

The new railroad increases will add to the cost of shipping and to the defense program. At the same time this continued boosting of rates by the railroads is having the effect of turning more and more tonnage to motor carriers. With more and more defense production centers in off-rail areas, the importance of the motor truck is rising sharply in the over-all defense mobilization picture.

ALWAYS BUY SUPPLIES
where this symbol is displayed





DTA Appeals to States:

Set Uniform Truck Limits To Help Mobilization



GOVERNORS of the forty-eight states have received an urgent appeal from the Defense Transportation Administration for cooperation in a program which would enable motor truck transportation to handle a greater volume of freight traffic connected with the mobilization effort.

The DTA, in a letter to the state executives, emphasized the seriousness of the transportation situation in the defense emergency.

"If we are to succeed in providing for the defense of ourselves and our allies, nothing must be permitted to impede the full utilization of our transport facilities, rail, highway, water, pipeline and air," declared the letter, signed by Defense Transport Administrator James K. Knudson.

"Our highway transport system is already overburdened and thousands of pounds of freight remain unmoved on loading docks because we do not have sufficient facilities to handle the vastly expanded traffic demands. We are straining our planning techniques to move this traffic by requesting round-the-clock

unloading facilities and by other such means."

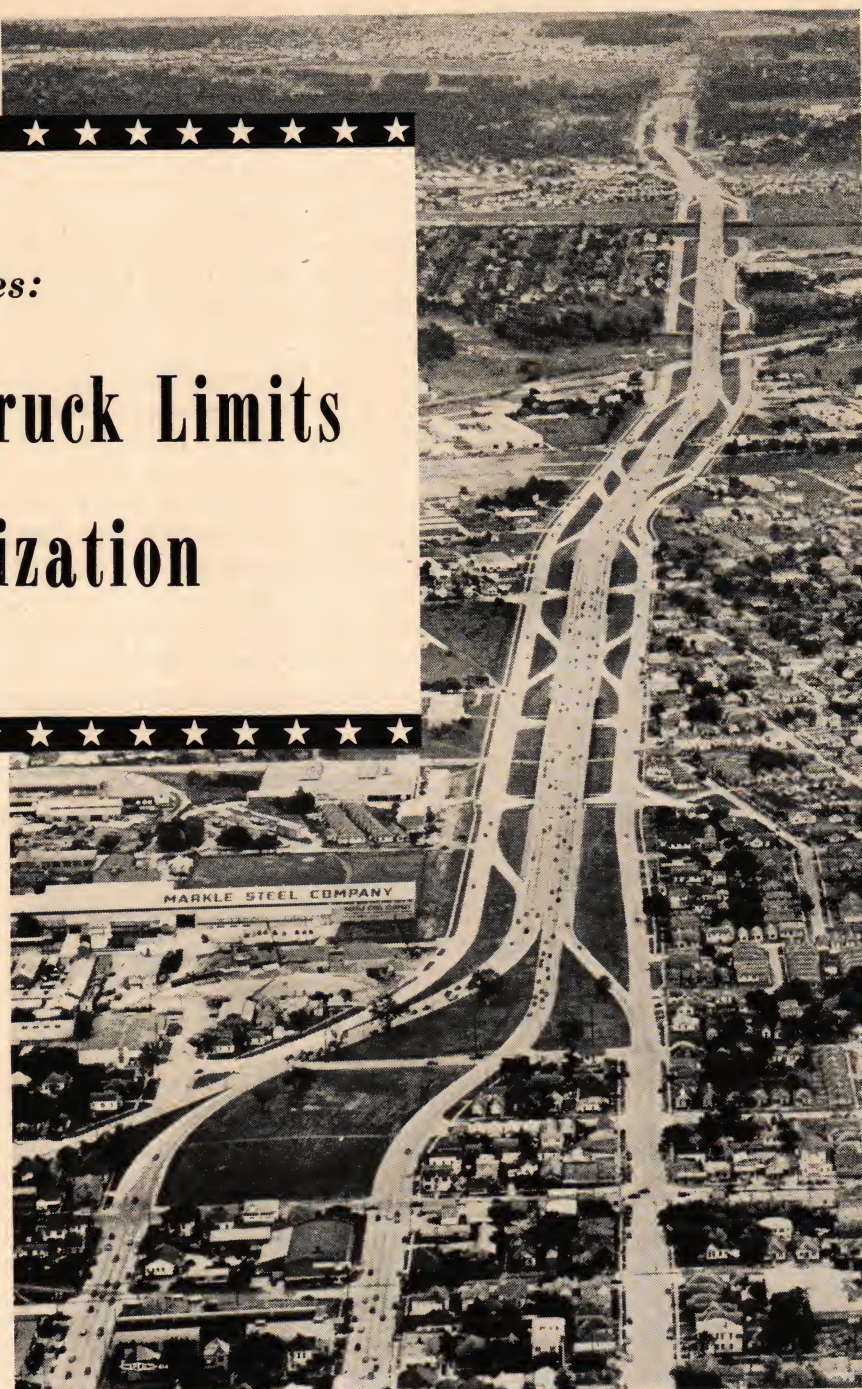
The DTA told the governors that the gigantic export program, involving among other things a record-breaking movement of grain and coal to sea ports, will place additional burdens upon our domestic transport system.

In a strong plea for assistance, the DTA advised the governors:

"Restrictive state limitations on the sizes and weights of highway

transport vehicles, and lack of reciprocity covering their operation between the several states, are materially reducing the load capacities of our transport facilities and preventing their full utilization in the defense effort. The problem has become so acute that I feel I must bring the matter to the attention of the Governors of all the states and to ask for your wholehearted and friendly cooperation and assistance."

During World War II, the DTA



recalled, the Office of Defense Transportation requested and received such cooperation from the states. In 1942, the governors agreed to adhere to the terms of an "emergency formula" covering sizes and weights of motor vehicles and to a program of reciprocity among the states. This formula, it was pointed out, served in lieu of an Executive Order of the President establishing a Federal uniform minimum standard for sizes and weights of motor vehicles.

"When the present national emergency first came upon us," the DTA letter continued, "it became apparent that some action to liberalize size and weight requirements and to attain greater uniformity in state laws would be necessary. State restrictions on highway transport have a more serious effect upon the welfare of the nation during times of national emergency than at any other time. . . ."

Three Solutions

The DTA suggested that the present problem can be met through one of three ways: Adoption by the states of a uniform regulatory code and a uniform specification for vehicles; adoption by the states of full reciprocity between the states on sizes and weights and license, or by Federal action.

"It is my sincere belief that the states themselves can best handle this problem and that they will move promptly to do so once the matter is brought to their attention as I am doing by means of this communication," the Defense Transport Administrator's letter declared.

The DTA proposed use of the "thoroughly sound set of uniform standards on sizes and weights" promulgated by the American Association of State Highway Officials as a guide in attaining uniformity. The AASHO should serve as a minimum standard for each state during the emergency, the letter said.

"If each state whose present limitations are below the code requirements would raise their stand-

ards to the code minimum, either by legislation or executive action, our transport capacity would be vastly increased and essential defense and civilian transportation would flow more expeditiously," the DTA declared.

It was emphasized that the AASHO code would serve as a minimum standard only and that there should be no reduction of existing size and weight standards by any state, even though its present limits may be above those prescribed by the code.

The letter stressed that the "fine system of interstate highways" must be protected and said that the DTA was not recommending "overloading of vehicles" or any action which could harm our highways. The AASHO code, the letter pointed out, was adopted by the state administrators with protection of the highways in mind.

The DTA letter contained this blunt warning:

"Unjustifiable state limitations on sizes and weights of motor vehicles, and restrictions intended to harass and burden highway transport to obtain competitive advantages for other modes of transportation cannot be tolerated in time of national emergency such as this, nor can they be permitted to impede our gigantic defense effort."

Highway transport must be "operated at full capacity to provide essential transportation facilities," the administrator declared.

In closing, the DTA letter noted that forty of the state legislatures will be in session this year and expressed hope that the governors will "bring the seriousness of these highway transport problems to the attention of the appropriate legislative committees. . . ."

"It is to be hoped, also," the governors were told, "that you will be provided with the necessary authority to take effective executive action in the interim between sessions of your legislature to deal with highway transport needs as they arise in your state."

President Defines DTA Authority

President Truman has issued an executive order on transportation which defines the functions of both the Department of Commerce and the Defense Transportation Administration. The order issued February 28 has the effect of broadening authority previously granted to D.T.A. and of making more precise its functions in the overall defense mobilization program.

The authority invested in the Secretary of Commerce is concerned particularly with shipping and ship construction.

Authority Defined

The order spells out the delegation of authority and designates the "commissioner of the Interstate Commerce Commission who is responsible for the supervision of the Board of Service." The order sets forth the duties of this commissioner and says that he must

—"assemble and analyze data with respect to requirements to be imposed on domestic transportation and storage system . . ."

—"Formulate plans and take the necessary action desirable to meet requirements for domestic transportation and storage and for any additional facilities which may be needed;

—"coordinate and direct the domestic movement of passenger and freight traffic in cooperation with the I.C.C. and private transportation organizations and agencies."

—"allocate the use of domestic transportation and storage facilities by operators thereof, and allocate domestic transportation and storage services to the users thereof."

—"administer priorities necessary to move essential traffic subject to the policies of the Defense Production Administration.

—"act as claimant for material and manpower for the construction, operation, maintenance and repair of domestic transportation and storage facilities and systems."



Teamsters Prove to Be *"Good Scouts"*

TROOP SPONSORED on WEST COAST

A BOY SCOUT Troop with 30 members has been sponsored by Local 890 of Salinas, Calif., which recommends this type of activity to other Teamster Locals.

Troop 9 received its charter on October 1, 1950, with a starting enrollment of 18 boys, ranging in ages from 6 to 14 years of age. Now the enrollment has climbed to 30 boys. There are 10 First Class Scouts, two Star Scouts, 12 Second Class Scouts and six Tenderfoot Scouts.

The Troop has been completely

equipped and sponsored by Local 890 and included in the equipment is a Scout Home. The building includes a large meeting room, kitchen, toilet facilities and four small Patrol Rooms. It was made possible through the cooperation of the Talcott Lumber Company and several Monterey Local Unions.

Troop 9 has received wide acclaim in the county for its many activities and accomplishments in contests. Russell Abbott, a member of Local 890, is Scout Master. He has done an excellent job of organizing the boys into one of the finest Troops in the entire Monterey Bay Area District.

Thirteen boys have achieved two merit badges, six have won three, nine have qualified for four badges and one has five badges to his credit.

One boy, Billy Abbott, has won nine merit badges.

This summer the Troop has planned a 60-mile hike to Big Sur Boy Scout Camp for a week's encampment. They will hike through the mountains to the camp, camping out on the hike. A Father-and-Son Night was recently held by the Troop.

Local 890 has been well pleased with the publicity it has received in connection with its sponsorship of the Troop, which carries the Teamster emblem on the Troop Flag and on the uniforms of the members in the form of a shoulder patch.

Ray Burditt is President of Local 890 and Peter Andrade is Secretary-Treasurer. The Scout Committee consists of Russell Abbott, Henry Parma, Harry Stone, Art Bernard, Glen Wilkerson and Paul Pflug.



Teamster-sponsored Boy Scout troop above has won the commendation of Salinas, Calif., citizens for its many accomplishments.

'America Will Never Be Disappointed In Its Expectation That Labor Will Always...Do Its Share of the Job...'

Franklin D. Roosevelt

ON September 11, 1940, Franklin D. Roosevelt addressed a convention of the Teamsters' Union. The nation, at that time, was in much the same plight as we find ourselves today. Hitler's armies were stomping free people in Europe, and across the Pacific the Japanese were making war-like gestures.

The nation was then, as it is now, preparing to defend itself against aggression by dictators. In these words to the Teamsters' convention, President Roosevelt reflected the full measure of our determination to protect our ideals:

"No selfish interest, no personal ambition, no political campaign can sway the majority will of our people to make America strong—and to keep it free."

It has been said that Mr. Roosevelt, one of the most dynamic speakers in the country's history, made one of the best speeches of his career before our 1940 convention. Certainly, the counsel and guidance he gave in that speech can serve us well today.

President Roosevelt had just returned from one of his many tours of the nation's defense installations.

"I have gone through navy yards and private yards to watch the build-

ing of destroyers, submarines and aircraft carriers," he told the convention. "I have visited aviation units to see modern fighting planes; I have been in our great gun factories where I have seen the most modern weapons of all types swiftly being molded into shape; I have visited camps where young Americans are receiving training and instructions in the tactics of warfare and the broader tactics of life today. Through all of it there was the impressive conviction that America is rising to meet the ever-growing need for an adequate, physical armed defense of the United States."

The late President then explained how greatly he estimated labor's role in the defense effort.

"Tonight, in a very real sense," he said, "I feel as I stand here that I am visiting another type of national defense equally important in its own way in meeting the needs of our times. Enduring strength to a nation and staying power in an emergency definitely call for an efficient and determined labor force carrying on the processes of industry and trade. When I speak of 'labor force' I very definitely include those who toil in their fields as well as those who toil in business and

industry. I think that teamsters will be the first to assert that farmers labor too."

Mr. Roosevelt declared that "it is one of the characteristics of a free and democratic modern nation that it have free and independent labor unions." In lands where totalitarianism had taken over, he pointed out, labor unions had been among the first free institutions to disappear.

Other excerpts from President Roosevelt's historic address before the Teamsters' convention:

"Yours is now one of the greatest international labor unions of America. You can remember, however, other days when labor unions were considered almost un-American by some individuals in our land. You can remember when it was rare indeed for an employer even to consider collective bargaining with his workers; when it was the common practice to discharge any worker who joined a union. You can remember when employers sought to meet threatened strikes by demanding that their government, Federal or State, call out armed troops. You can remember when many large employers resorted to the un-American practice, still unfortunate-

ly followed in some sections of the land, of hiring labor spies and setting up private arsenals to ferret out and destroy members of the union.

"The cause of labor has traveled forward since those days over a long road beset with difficulties, both from within its membership and from without. Your organization is an outstanding example of the progress that has been made . . ."

"But you and I know that this progress of the last seven years has been mighty difficult. It has been beset by obstructions and by bitter propaganda from certain minority groups in the community who have been accustomed for too many years to the exploitation of the great mass of people who worked for them . . ."

* * *

"Our advance has been accomplished with patience and deliberation. That, I think, is the democratic way; that is the road which leads to lasting results. Here in America we have kept our feet on the ground; our progress has been steady and sure and we have not been misled by illusory promises.

"Events abroad have shown too late the result of the other kind of methods, promises of swift, revolutionary relief; seductive pictures of panaceas; short cuts to prosperity and plenty, pictured as simple and easy—all these have led, and I am talking recent history, to the same cruel disappointment.

"For these promises people yielded up their liberties and all that made life dear. In exchange they have received only the rationing of their news, the rationing of their religion, the rationing of the clothes upon their backs and the rationing of the bread upon their tables."

* * *

"There are some who would not only stop now the progress we are making in social and labor legislation, but would even repeal what has been enacted during the past seven years—on the plea that an adequate national defense requires the repeal. They would seek unlimited hours of labor. They would seek lower



The late President Roosevelt in a familiar post—standing beneath the gigantic guns of one of the nation's warships.

wages. They would seek the cancellation of those safeguards for which we have all struggled so long.

* * *

"I still believe, as I did when I said on the twenty-sixth of May last: 'We must make sure in all that we do that there will be no breakdown or cancellation of any of the great social gains that we have made in the past years . . . There is nothing in our present emergency to justify a retreat from any of our social objectives—conservation of resources, assistance to agriculture, better housing, and help to the underprivileged.'"

* * *

"In this great crisis in the past year, additional proof has come that organized labor, as well as other groups of our citizens, is aware of its own responsibilities. I have called on representatives of labor to serve, and I have placed them in responsible positions to take part in the defense work of their Government. From the very start, repre-

sentatives of labor, including your own distinguished president, have shared in formulating and administering the program.

"I am particularly glad to be able to say that the A. F. of L., the C. I. O. and the Railroad Brotherhoods are all loyally cooperating in this effort with me and with the National Defense Commission and with the Army and the Navy. That cooperation in the task of national defense will, I hope, encourage closer and more friendly relations between all these great labor organizations.

"I know that America will never be disappointed in its expectation that labor will always continue to do its share of the job we now face and do it patriotically and effectively and unselfishly.

"In our search for national unity as the basis of national defense, it is necessary and it is fair that every human being in the United States contribute his share . . .

"It is equally necessary and fair that every dollar of capital in America also contribute its share . . ."

* * *

"In our efforts for national defense, fine teamwork throughout the Nation has been developed, and you who are teamsters in this great organization know what that word 'teamwork' means.

"The continuance of this teamwork, after the present emergency is over, will have consequences of lasting good to the Nation as a whole. It will enable us to enjoy an internal security that I hope will transcend anything we have known heretofore.

"Ours is a great heritage; we are determined with all our effort and all our might to keep it intact. The workers in the factories, the farmers on the land, the business men in plants and offices, are at last awake to the perils that threaten America. No selfish interest, no personal ambition, no political campaign, can sway the majority will of our people of America to make America strong, and to keep America free."

Oregonian Is 'Driver of Year'

*Member of Local 162, Portland, Wins Honors;
Promoted Highway Safety During His Off-Hours*

John H. Castner, 34-year-old member of Local Union 162, Portland, Ore., has been named "Driver of the Year" in the annual contest sponsored by the American Trucking Associations. The runner-up title went to George Neff, member of Local Union 144, Terre Haute, Ind.



Bro. Castner

Brother Castner, it was announced, was chosen for his active promotion of highway safety on his own time through lectures before driver meetings, schools and civic organizations, for a 12-year record of driving without an accident and for having won two consecutive championships in the National Truck Roadeo. Castner, a driver for Pierce Auto Freight Lines, Inc., attended Benson Polytechnic School, Portland, majoring in automotive engineering. He entered the trucking industry in 1935 as a freight handler for the Bauserman Truck Line. He became an over-the-road driver the next year, and in 1937 went to work for the Pierce firm. He figures he has driven 900,000 miles for the company, transporting food, clothing, produce, livestock, lumber and other commodities. Nine years ago he was named senior driver and instructor for the company, at the same time serving as a member of hearing boards to determine the drivers' responsibility in accidents.

In 1949, Brother Castner won the truck and full trailer class in the National Truck Roadeo, and successfully defended his championship at the 1950 Roadeo last October.

In his years as a driver, Castner has on numerous occasions extended

aid to motorists on the highways of Oregon and other western states. He makes chains and cable standard equipment on his truck in the winter so as to be able to pull stalled or ditched cars back onto the road.

An expense-paid trip to Washington, D. C., and New York City, with Mrs. Castner, will be the principal prize. A trophy and an elec-

tric refrigerator also will be presented.

Brother George Neff, runner-up in the contest, has a two-year no-accident record, a highway rescue in which state police credited him with saving two lives, and a consistent record for helping other drivers. His selection marked the first time the judges have chosen a runner-up to the National Driver of the Year. Mr. and Mrs. Neff also were awarded an expense-paid trip to Washington and New York, and are expected to accompany the Castners.

REPORT OF RECEIPTS AND EXPENDITURES

JANUARY 1, 1950, TO DECEMBER 31, 1950

Cash Balance, January 1, 1950..... \$8,173,968.78

CASH RECEIPTS

Initiation Fees	\$445,101.39
Per Capita Fees	3,638,574.60
Supplies	138,481.07
Charters	330.00
Interest on Investments	386,950.00
Local Union Refunds and Miscellaneous	33,136.01
Defunct Local Union Funds	12.95
Redemption of Canadian Bonds	10,000.00
	<u>4,652,586.02</u>

\$12,826,554.80

CASH DISBURSEMENTS

Purchase of U. S. Government Bonds	\$2,100,000.00
Officers', Organizers', Auditors' and Statisticians' Salaries	430,589.00
Officers', Organizers', Auditors' and Statisticians' Expenses	245,172.37
International Office Employees' Salaries	41,849.93
Washington Office Expense	15,532.46
San Francisco Office Expense	14,131.96
Chicago Office Expense	2,932.80
Memphis Office Expense	5,054.45
INTERNATIONAL TEAMSTER Magazine	534,315.95
Organizing Campaign Expenses	52,191.90
Donations to Allied Organizations	63,000.00
Donations to Subordinate Organizations	445,950.00
Donations to Public Causes	10,256.50
Postage	5,873.32
Telephone and Telegraph	23,897.29
Local Union Printing and Supplies	97,985.45
Office Printing and Supplies	9,991.62
International Office Rental	13,348.75
Per Capita Tax to Affiliates	241,187.74
Express and Cartage Service	2,672.38
Social Security and Unemployment Taxes	11,121.39
Attorney Fees and Disbursements	73,363.77
Miscellaneous General Office Expense	9,365.26
Auditing Service	885.00
Expenditures Authorized by G. E. Board	47,292.42
Transfer of Funds	10,500.00
Insurance and Surety Bonds	6,251.23
Local Union Refunds	4,168.02
Real Estate	6,640.41
Advertising	846.93
Miscellaneous	161.20
Interest Expense	22,540.98
Premium Paid on Government Bonds	16,250.00
Foreign Exchange	934.25
Janitor Service and Supplies	480.00
	<u>\$4,566,734.73</u>

\$8,259,820.07

STATEMENT OF NET WORTH FOR THE PERIOD ENDING DECEMBER 31, 1950

Certificate of Deposit, Union Trust Company	\$1,000,000.00
Cash on Deposit:	
Indiana National Bank, Special Account	\$6,569,604.10
Union Trust Company, Special Account	400,000.43
Canadian Bank of Commerce, Special Account	155,730.64
Indiana National Bank, Regular Account	134,484.90
	<u>7,259,820.07</u>
Securities:	
United States Treasury Bonds	\$14,950,000.00
United States Savings and Defense Bonds	950,000.00
Dominion of Canada Bonds	90,000.00
	<u>15,990,000.00</u>
Net Cash and Securities, December 31, 1950	\$24,249,820.07

Reports of Teamster Progress

J.C. 42 Reports Successful Year

By JOHN M. ANNAND

The affiliated local unions of Joint Council No. 42 can look back on 1950 as one of their most successful years. In new fields of endeavor and in the pursuit of better wages and conditions, success has attended their efforts.

In addition to improvements in almost all agreements regularly opened for renegotiation, they have in a number of instances negotiated voluntary or interim increases in long term agreements which had become unrealistic due to the rise in living costs. These increases have varied from industry to industry but have equaled and, in some cases, surpassed the national average.

Two organizational campaigns, carry-overs from 1949, were brought nearer a successful conclusion, and a new effort in the dry cleaning field started during the past year. In the cannery and food processing field, a jurisdiction in which a dual organization was most active, great progress can be reported. In this field this year, the International Union has issued another Charter No. 547, to better combat this situation.

In the warehouse jurisdiction, salvage yards, drug warehouses, etc., where another dual organization has been active for a number of years, it can be reported that very few important contracts are now held by that union, and work on those few is continuing.

A new charter was granted this year in the dry cleaning field. Local 840, Cleaning, Rug and Dye House Drivers, is completing its first year and reports substantial progress. This jurisdiction for the past 10 years has been dominated by a dual union which is slowly fading from the picture, but still fighting hard. Local 840 has 49 signed agreements at present, and are optimistic in respect to three more. Greater progress is expected during 1951.

Space will not permit a complete resume of our activities, but credit for all of our successes must go to the fine cooperation of the secretaries and business agents of this Council. The various departments of our Council also played a large part; Public Relations, Statistical and Legal Departments were invaluable in making 1950 one of the Council's most successful years.

Joint Council No. 71, despite bad labor laws in Arizona, has accomplished much in welding together strong and militant memberships which are enjoying a healthy growth.

Trouble has been held to an absolute

minimum by excellent leadership which has been successful in renegotiating every contract this year for wage increases and improved conditions.

Organizing efforts in the Phoenix-Tucson area have been concentrated in the warehouse field and the dairy industry. It should be noted and remembered that in this "Right to Work State," organizing cannot lag; it is an everlasting job which must be done over and over.

Worthy of note at Albuquerque is the organizing successfully completed at Sandia Base. Our local working closely with the Metal Trades Council completed this job, won a representation election, and at present is negotiating an agreement. The dairy industry in the Albuquerque area has come in for some attention, and at this writing R. C. petitions have been filed with the N.L.R.B. on the two largest dairies.

Cooperation of the secretaries and business agents in Joint Council No. 71 is also excellent. The tremendous area covered by this Council presents many problems, but in spite of this, 1950 has in many respects been one of its best years.

Per Capita Taxes Increase in Iowa

By CARL KEUL
General Organizer

While our political effort on the general election basis seemed in vain, the metropolitan areas where our organizations were active showed different results generally than did the total vote throughout the state. We have achieved, through those efforts, a substantial change in the thinking of the Republican Party in the state of Iowa and we have every reason to believe that we will at least in the coming session of the Iowa legislature rid ourselves of the outstanding handicap of Iowa labor laws, the prohibiting of entering into union shop agreements with Iowa employers.

We were successful in getting the Republican State Convention to unanimously adopt a resolution pledging repeal of the open shop section of the Iowa labor law, and in checking with influential personnel in the party we have been advised that a sincere effort will be made to carry out the provisions thereof.

The Iowan Conference of Teamsters' organizing program in the Aggregate Producing and Distributing Industry is progressing well and wages have been substantially increased in this field. The latest achievements were made by Omaha Local Union No. 554 in two large plants in the western part of Iowa. Our ulti-

mate goal in this field is to successfully bring about an agreement between all of our affected Local Unions and the Aggregate Producers Association of Iowa.

Legal Hobbling Is Mode in Virginia

By THOMAS P. O'BRIEN
General Organizer

In Virginia we are holding our own and showing membership increases notwithstanding the fact that we have a state law which prohibits the operation of the union shop and further prevents our membership from cooperating with one another for their best interests and the interests of their families. They can not refuse to work with non-union workers.

This law is known as the "Right to Work Act," however, the common term so far as this act is concerned is the "Right to Scab Act." Needless to say, employers generally are taking full advantage of this law to prevent their employees from organizing and where we have their employees organized, they are doing everything possible to have their employees disaffiliate from the organization. However, this is not true in all cases as there are many employers with whom we have contracts who are cooperating with us in the fulfillment of those contracts. This results in a more harmonious operation and a better understanding between our members and their employers.

Through the wonderful cooperation of our Sister Local Unions within this state and adjoining states, together with our various committees, we are steadily breaking down this employer resistance and are, by cooperation, increasing our membership.

In West Virginia we are operating under the Taft-Hartley Law and, of course, where we organize a new company we find it necessary in most cases to go through a National Labor Relations Board election to decide the question of representation. This is followed by an election for the union shop. This is the delaying tactics used by many employers. However, we are required by law to take these steps before we can negotiate our contracts.

However, we are in the case of each Local Union showing that we are holding our membership and we are in all cases showing substantial increases. This has been brought about through the fine cooperation of each Local Union with the other and further with the cooperation of the International Office.

SHORT HAULS



Trucking Is Subject Of News Supplement

Truckers and trucking were the subject of a 30-page special newspaper supplement published by the Los Angeles, Calif., *Examiner*, one of the leading newspapers of the West.

The major role of truck transportation in California's economy was the subject of a number of feature articles and an array of excellent photographs.

Joint Council No. 42, Los Angeles, which had a full-page advertisement cooperated with the *Examiner*.

A proclamation making February 20 as Trucking Industry Day was issued by Mayor Fletcher Bowron. The trucking industry was called "an essential part of the state's transportation system" by the mayor who called on all "citizens to join in a salute to an industry that plays an important role in the economic life of our community."

Copies of the special supplement were sent to joint councils and local unions in all parts of the country.

Do Roads Hypnotize? Experts to Study Problem

Do highways hypnotize?

This question may be answered by a study to be made on the famous Pennsylvania Turnpike by medical men and psychologists. The investigators will study the possibilities that some modern types of modern highways with insufficient breaks in driving monotony exert a hypnotic influence on drivers.

An apparent high number of accidents caused by drivers dozing off at the wheel leads experts to believe that factors other than fatigue may be the cause. The fixation of attention on the long straight high-

ways and the lulling sound of the motor are akin to methods used by the professional hypnotists in putting people to sleep.

Observers who have studied the problem say that the "hypnosis" can be counteracted by turning on the windshield wipers for a time or by use of an auto radio. Either action helps to distract fixed attention. The best and safest thing for the driver to do when he gets sleepy, is to pull off the road and take a nap.

Newspaper Honors Cincinnati Teamster

Jim Brandt, since 1918 a member of Local Union 100, Cincinnati, was termed a "Good Samaritan" recently by the *Cincinnati Post*. Jim,



Jim Brandt

a driver for Columbia Transportation Service, Inc., used the fire extinguisher in his truck to put out a fire on a bus of the Cincinnati Street Railway Company. Brandt left the scene of the fire without identifying himself, and it was only after the railway company initiated inquiries that his identity was established.

Jersey City Drivers Feted for Safety

Drivers for Dugan Brothers, Incorporated, Jersey City, New Jersey, members of Local 560, were feted recently for their six-month no-accident record. Each driver was given a \$5 bill, a dinner at Robin Hood Inn at Clifton, and a ticket to the Ice Show at Madison Square Garden, New York.

A Tribute to Truckers From British Columbia

William Riley, a postal supervisor at Port Alberni, British Columbia, Canada, writes the *INTERNATIONAL TEAMSTER* that he is indebted to an unknown truck driver for the aid given him on the road between Calgary and Edmonton. Stalled by faulty steering gear, Riley thought he was going to be marooned for the night. Then, Riley says, a driver of a heavy truck pulled up, diagnosed the trouble with Riley's car and advised him to drive slowly for the nearest town two miles away.

"On the road," concludes Riley, "I have always pulled out to make way for these freighters and always will. Those drivers have a tough job—good luck to all of them."

Local 47 Member Is Texas' 'Driver of Year'

Warren Goss, a member of Local Union 47, Fort Worth, Tex., was recently named "driver of the year" by the Texas Motor Transportation Association, for his work in rousing five families who might have perished in flames.

Goss entered Bryan, Tex., last April 19 on a regular run from Fort Worth to Houston. He saw an apartment house on fire. The occupants were apparently unaware of the blaze. Goss dashed to the house, and pounded on the doors. In one apartment, he helped move out furniture and personal belongings of the tenants. The five families living in the building were made homeless by the fire, which gutted the interior.

ICC Proposal Draws Fire of OVR Official

A proposed Interstate Commerce Commission restriction involving

interstate bus and truck drivers was the subject of a blast recently from a Federal official in the rehabilitation field.

The proposed restriction would prevent a person with a partial loss of hearing from driving a bus or truck in interstate commerce. The proposal drew a sharp criticism from Miss Mary E. Switzer, director of the Office of Vocational Rehabilitation, Federal Security Agency.

Under the restriction as proposed a driver would have to be able to hear a conversational tone at 10 feet that a person with normal hearing could hear at 20 feet.

Miss Switzer said that is like insisting that a driver must have good eyesight without glasses. This would throw thousands of safe and efficient drivers out of jobs.

Referring to the extended use of hearing aids, Miss Switzer added that "Failure to permit correction with hearing aids does not take account of medical testimony that the armed services are giving hearing aids to soldiers who have suffered hearing loss and are sending them back to duty—even as paratroopers and drivers of all types of mechanized equipment."

Further consideration of the regulation by ICC was asked.

Philadelphia Labor Forms Own Labor Policy Group

A local United Labor Policy Committee has been formed in Philadelphia patterned on the general lines of the national committee in which the major labor groups participate.

The Philadelphia committee speaks for some 400,000 organized trade union workers. The committee was formed by representatives of the American Federation of Labor, the Congress of Industrial Organizations and the Railroad Brotherhoods.

Object of the committee is to provide a unified voice and policy on mobilization matters such as

They Aid Heart Drive



HEARTS GO OUT—Tony Felicetta, secretary-treasurer of Local Union 792, Minneapolis, hands the first plastic heart to Driver Donn Strate, as John Lindquist, right, looks on. The drivers serviced all taverns in Hennepin County with the coin receptacles used in the 1951 Heart Drive. Members of Local Union 289 also participated.

prices, wages, manpower and related problems. Albert Sabin, AFL; Henry F. Shepherd, CIO, and Judson Swan, railroader, are co-chairmen.

New Tunnel Overpass Will Open This Month

The new \$10 million Battery Tunnel overpass at the top of lower Manhattan was scheduled for opening April 3.

This overpass is the next-to-last link in the express road system looping around the west, south and east rims of the borough. The half-mile overpass will swing in an arc from the West Side Highway at Morris Street to South Street without traffic interruption of any kind.

The new project is a adjunct to the Brooklyn-Battery Tunnel which was opened last year and is the largest single contract let by the Manhattan Borough President's office.

The remaining link in the Manhattan perimeter system, it is planned, will be the South Street elevated highway designed to continue the express route from the tube terminus to Montgomery Street and Franklin D. Roosevelt Drive.

Rutgers to Use Isotopes In Making Road Studies

Atomic energy is going to work on road testing.

Rutgers University's Bureau of Engineering Research will use radioisotopes to study soil density in highway and airport paving.

More accurate information, particularly in terms of measurement will be obtained by the use of isotopes in the study of soils and soil sinking and the causes which result in cracks in pavements.

AEC Issues Reading List On Atomic War Defense

The U. S. Atomic Energy Commission has prepared an extensive reading list on "Civil Defense Against Atomic Warfare" for the use of individuals and groups interested in the timely subject.

The new publication lists dozens of articles in connection with disaster planning, radiation detection, decontamination and vulnerability to atomic attack.

The new pamphlet of particular interests to civilian defense groups sells for 10 cents (no stamps) from the Government Printing Office, Washington 25, D. C.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

NLRB Policy on Jurisdiction In Boycott Cases Is Announced

Operations of both the primary and secondary employers will be considered by the National Labor Relations Board in determining whether or not to assert jurisdiction in secondary boycott cases under the Taft-Hartley Act.

The announcement by the board was the first indication of how it would apply to secondary boycott cases the standards recently set up to determine when the board will exercise jurisdiction in particular cases.

The Board said in its decision:

"... In determining whether the Board will assert jurisdiction in cases in which secondary boycotts are alleged, we must consider not only the operations of the primary employer, but also the operations of any secondary employers, to the extent that the latter are affected by the conduct involved. Of course, if the operations of the primary employer alone meet the minimum requirements under the Board's current policy, jurisdiction should be asserted without further inquiry. Where, however, the operations of the primary employer do not satisfy the Board's jurisdiction standards we must, in addition, consider the operations of the secondary employers, but only insofar as such operations are affected by the alleged unlawful boycott. If, taken together, the business of the primary employer and that portion of the secondary employers' business which is affected by the alleged boycott meet the minimum standards, jurisdiction ought to be asserted.

* * *

"... It may well be that in some cases the record will demonstrate that a secondary boycott, in fact, involved more employers than those at whom the union's conduct was immediately directed, and was part of a general plan to bring secondary pressure upon employers other than those actually involved in the specific conduct complained of. ... In secondary

boycott cases as in other types of cases, the Board will determine the exercise of jurisdiction by considering the total impact of the alleged conduct."

[A "primary employer" is an employer with which a union has a direct dispute. A "secondary employer" is an employer against which the union has taken action to cause him to cease doing business with the primary employer in an effort to bring pressure upon the primary employer. The Taft-Hartley Act forbids a labor organization to induce or encourage employees of a secondary employer to engage in a strike or boycott or a refusal to handle goods, for this purpose.]

The Board's ruling was made in a case based upon charges filed by the Jamestown Builders Exchange, Inc., of Jamestown, N. Y., against Local No. 649 of the A. F. of L. Teamsters' union. The union was charged with engaging in a secondary boycott by picketing the sites of two construction projects of two member companies of the Exchange in an effort to force these companies to cease doing business with various other companies belonging to the Exchange.

A majority of the Board found that the union's secondary boycott conduct involved one company as the primary employer and the two construction companies as secondary employers. Finding that the combined business operations of the primary employer and of the secondary employers, insofar as affected by the alleged boycott activities, did

not meet the standard for assertion of jurisdiction, the majority dismissed the charges against the union.

The majority opinion was signed by Chairman Paul M. Herzog and Board Members John M. Houston and Abe Murdock.

Board Member James J. Reynolds, Jr., agreed with the majority statement as to the method of applying Board jurisdictional standards in secondary boycott cases. However, he dissented on the facts from the majority action in dismissing the charges in this case, on the ground that the Board should have asserted jurisdiction because, in his opinion, the union's activities were directed against all the members of the Exchange.

Board Member Reynolds, in his separate dissenting opinion, said:

"I would determine jurisdiction here by considering the operations of all the members of the Exchange, which clearly are sufficiently extensive to warrant exercising jurisdiction in accordance with the Board's enunciated policies."

On the general policy of asserting jurisdiction in secondary boycott cases, Board Member Reynolds said:

"A labor dispute arising from an alleged secondary boycott in violation of Section 8 (b) (4) (A) of the Act likewise affects the operations of more than one employer, namely, the secondary employers as well as the primary employer. To meet this type of case, the majority proposes that in determining whether to assert jurisdiction the Board shall consider not only the operations of the primary employer, but also the operations of any secondary employers, to the extent that the latter are affected by the conduct involved. They state also that where a secondary boycott, in fact, involves more employers than those at whom the union's conduct was immediately directed, or was part of a general plan to bring secondary pressure upon employers other than those actually involved in the specific conduct complained of, the Board will feel free in such cases to measure jurisdiction by considering the total impact of the alleged conduct upon interstate commerce. I am in complete accord with my colleagues that these criteria should be adopted. However, I believe, contrary to their conclusion, that this case clearly falls within the latter category."

Board Member Styles did not participate in the decision.

The primary firm in the case was the Pearl City Fuel Corporation,

with which the union had a dispute involving the company's truck drivers. The secondary employers were the Scalise Bros. Construction, Inc., and Carlson Builders. All companies are located at Jamestown. The alleged illegal boycott activity consisted of picketing Pearl City's transient cement-mixer trucks on April 10, 1950, while the trucks were engaged in the delivery of concrete to one local construction project each of Scalise and Carlson.

Under the standards announced by the Board in October, 1950, the Board will exercise jurisdiction over enterprises which fall into any of the following categories:

1. Instrumentalities and channels of interstate and foreign commerce (for example, radio systems).
2. Public utility and transit systems.
3. Establishments which operate as integral parts of a multi-state enterprise (for example, chain stores, and branch divisions of national or interstate organizations).
4. Enterprises which produce or handle goods destined for out-of-state shipment, or performing services outside a state, if the goods or services are valued at \$25,000 a year.
5. Enterprises which furnish services or materials necessary to the operation of enterprises falling into categories 1, 2 and 4 above, provided such goods or services are valued at \$50,000 a year.
6. Any other enterprise which has:
 - (a) a direct inflow of material valued at \$500,000 a year; or
 - (b) an indirect inflow of material valued at \$1,000,000 a year; or
 - (c) a combination inflow or outflow of goods which add up to at least a total of "100 per cent" of the amounts required in items 4, 5, 6 (a) and (b) above.
7. Establishments substantially affecting national defense.

State Anti-Strike Law Squashed by Court

The United States Supreme Court has overturned an anti-strike law of the state of Wisconsin. This action may prove of significance in the face of the number of states which have so-called anti-strike measures.

Here are the facts: Two cases were before the court. One involved the Amalgamated Association of Street, Electric Railway &

Motor Coach Employees, Div. 998 and the United Gas, Coke and Chemical Workers of America, CIO. In the two cases the other party in each case was the Wisconsin Employment Relations Board.

In the transit case the workers had enjoyed successful collective bargaining agreements and relations with the Milwaukee Electric Company for many years. In 1948, however, the parties were unable to come to a successful agreement on wages, hours and working conditions. The union called for a strike to enforce its demands.

At this point the Wisconsin Employment Relations Board immediately secured an ex parte order from a Wisconsin state circuit court restraining the strike. The union postponed the strike and the circuit court thereafter entered a judgment in which the union members were "perpetually restrained and enjoined from calling a strike . . . which would cause an interruption of the passenger service . . ." The Wisconsin Supreme Court subsequently confirmed the decision.

In the other case the employer was the Milwaukee Gas Light Company and its subsidiary, the Milwaukee Solvay Coke Co. In 1949 the chemical workers and the company were unable to reach an amicable agreement through collective bargaining and conciliation. The union called a strike and the gas workers walked out.

Just as in the transit case the Wisconsin Employment Relations Board obtained a restraining order through the circuit court requiring that the workers "absolutely desist and refrain from calling a strike (or) going on strike . . . which would cause an interruption of the service . . ." and the court ordered the workers to "take immediate steps to notify all employees called out on strike to resume service forthwith."

The strike was soon settled, but the circuit court found that the union had not obeyed the restraining order and entered a judgment of \$250

against each, finding each guilty of contempt. The Wisconsin Supreme Court affirmed that judgment.

Both cases raised substantially the same question and the opinion of the court included both in a lengthy opinion handed down by Chief Justice Fred A. Vinson speaking for the Supreme Court. The cases were reversed. Three justices dissented—Felix Frankfurter, Harold Burton and Sherman Minton.

Commenting on the Wisconsin anti-strike law, the Court said that the Wisconsin Employment Relations Board under the law was empowered to appoint a conciliator and in the event conciliation failed it would select arbitrators and arbitration was to be final and binding.

"In summary," said the Court, "the act substitutes arbitration upon order of the Board for collective bargaining whenever an impasse is reached in the bargaining process. And, to secure conformity with the statutory scheme, Wisconsin denies to utilities employees the right to strike."

The unions contended before the Court that the state law conflicted with the Federal law (Labor-Management Relations Act of 1947—Taft-Hartley). The unions also said the state law violated the Due Process clause of the U. S. Constitution. The Supreme Court dealt only with the first contention.

The Supreme Court in its opinion built its reasoning with care and thoroughness.

First. The Court said that the rights of workers "to engage in . . . concerted activities for the purpose of collective bargaining or other mutual aid or protection" are safeguarded by law.

"We also listed," said the Court, "the qualifications and regulations which Congress itself has imposed upon its guarantee of the right to strike, including requirements that notice be given prior to any strike upon termination of a contract, prohibitions on strikes for certain objectives declared unlawful by Congress and special procedures for cer-

tain strikes which might create national emergencies."

After pointing this out the Court quoted its ruling backed by a number of decisions which said, "None of these sections can be read as permitting concurrent state regulation of peaceful strikes for higher wages. Congress occupies this field and closed it to state regulation."

Second. The Wisconsin court had sought to point out that the transit and gas workers' cases were based on *local* not *national* organizations. But the U. S. Supreme Court was firm in its answer to this contention saying:

"Congress drew no such distinction but, instead, saw fit to regulate labor relations to the full extent of its constitutional power under the Commerce Clause . . . it has been clear that Federal labor legislation, encompassing as it does all industries 'affecting commerce' applies to a privately owned public utility whose business and activities are carried on wholly within a single state . . . No distinction between public utilities and national manufacturing organizations has been drawn in the administration of the Federal Act.

Observing that in Congress in 1947 it had been urged that creation of a special classification for public utilities be created and had been rejected by Congress, the Court further observed that creation of a special classification for public utilities "is for Congress, not for this Court."

Third: The state of Wisconsin had urged, before the Supreme Court the contention that the Federal law is for "national" emergencies and its state law is for "local" emergencies. On this point the Supreme Court said:

". . . the Wisconsin Act before us is not 'emergency' legislation but a comprehensive code for the settlement of labor disputes between public utilities employers and employees. Far from being limited to 'local' emergencies the act has been applied to disputes national in scope

and application of the act does not require the existence of an 'emergency.' In any event, congressional imposition of certain restrictions on petitioners' (unions) right to strike, far from supporting the Wisconsin Act, shows that Congress has closed to state regulation the field of peaceful strikes in industries affecting commerce."

Strong reliance was placed on a Michigan case in which the Supreme Court had upset a law of that state. In that case Michigan had sought to impose conditions on the right to strike. The instant cases, pointed out the Court, were even stronger for the state of Wisconsin "seeks to abrogate that right (right to strike) altogether insofar as petitioners are concerned."

As such the state legislation must yield to the Federal law.

Fourth. The Court pointed out that the state of Wisconsin, utilities, and other states before the Court had stressed the importance of gas and transit services to the local communities and urged that predominately local problems are best left to local government.

"On the other hand," said the Court, "petitioners (unions) and the National Labor Relations Board, as amicus, argue that prohibition of strikes with reliance upon compulsory arbitration for ultimate solution of labor disputes destroys the free collective bargaining declared by Congress to be the bulwark of the national labor policy."

The Court said that Congress had spoken and its word was adverse to the contentions of the utilities

and to the state of Wisconsin.

"This Court," wrote Chief Justice Vinson, "in the exercise of its judicial function, must take the comprehensive and valid Federal regulation as enacted and declare invalid state regulation which impinges on that legislation."

Fifth. It is enough that the state act had forbidden peaceful strikes for higher wages in industries covered by the Federal Act. But another situation was advanced by the Supreme Court which further weakened the contentions of the state of Wisconsin.

"In addition," spoke the Court, "it is not difficult to visualize situations in which application of the Wisconsin Act would work at cross-purposes with other policies of the National Act. But we content ourselves with citation of examples of direct conflict found in the records before us. In the case of the transit workers, the union agreed to continue collective bargaining after the strike became imminent, whereas the company insisted upon invocation of the compulsory arbitration features of the Wisconsin Act."

The Court further said that the Wisconsin Act ordered efforts continued until an "impasse" is reached whereas the Federal Act requires workers and employers to bargain even though a strike is in progress. In the transit case the Court observed that the transit company was able to avoid certain union demands which in similar cases had been appropriate for collective bargaining.

The Court concluded saying:

"The National Labor Relations Act of 1935 and the Labor-Management Relations Act of 1947, passed by Congress pursuant to its powers under the Commerce Clause, are the supreme law of the land under Art. VI of the Constitution. Having found that the Wisconsin Public Utilities Anti-Strike Law conflicts with that federal legislation, the judgments enforcing the Wisconsin Act cannot stand.





New Drum Clamp Said To Be Very Effective

Cylindrical objects may be handled readily either individually or as unit loads on pallets with a new drum clamp which loads a pallet and then handles it after removal from the forks of two rubber-faced grab plates. Adjustable from 32 inches inside spacing to 19 inches, the two forks move simultaneously either in or out by means of separate hydraulic cylinders. A valve controls gripping pressure so that cardboard drums can be handled without crushing. Grab shoes slip on and off quickly.



Brake Bonding Lining Has Many Features



One width of a new brake bonding lining tape is said to meet all brake shoe requirements. Two 5/8-inch strips can be used for narrow shoes and three or more for wider shoes. This eliminates need for keeping several different widths on hand.

Also available is a new activator, which renews bond surface on pre-coated linings and prevents oxidation of surface ground shoes in storage.



New Rear Axle for Short, Heavy Tractors

Heavy, short tractors now may be equipped with a rear axle engineered especially to solve drive-line problems inherent in close-coupled design. The

maker announces a new heavy-duty two speed hypoid-helical double-reduction axle with internal gearing so arranged as to provide top-mounting of the final drive unit, thereby permitting a reduction in drive-line angularity. The axle reduces the dimension from axle centerline to the end of the hypoid pinion, the idea being that in extremely short wheel-base tractors the longest possible propeller shaft can be used. Top-mounting of the final drive unit results in a much higher pinion shaft location and this increased height serves to strengthen the drive line while aiding in elimination of angles in engine mounting and transmission units. The company says application of the rear axle is limited to tractors where maximum load on tires will not exceed 18,000 pounds—the rated capacity of four 11:00 x 20 tires.



Ignition Repair Kit Has All Components

Complete ignition wire repairs and replacements are provided for in a new repair kit. It includes distributor cap terminals; spark plug terminals, straight and angle; distributor cap hoods, vinyl plastic. Also included is crimping, cutting and wire stripping tool for crimping on terminals.

Triple spring grip on terminals is said to assure perfect connection with spark plug studs. Barbs biting into insulation when crimped resist pull during installation.



Electrical Fuel Pump For Military Use

A new electric fuel pump, supplying fuel to coolant heaters and space heaters, as well as supplying fuel to carburetors, is now in production for the military services. A single pump will deliver up to 30 gallons per hour. Static pressures up to 7.0 P.S.I. are obtainable. Two or more pumps are manifolded in series for larger requirements.

The pump is powered by a solenoid, and pumping is achieved by the movement of a hollow plunger controlled by an interrupter in the electrical circuit. Neither a syphon or rubber diaphragm are used, thus permitting a smooth, steady output of fuel at all temperatures. Successful tests have been conducted at 75 degrees below zero. The pump is now being used on military vehicles operating in the Arctic. Only seven watts are required at maximum fuel delivery. Pumps now in production are for operation on 6, 12, and 24 volts direct current, with a 110-volt, alternating current version under development.



Device Eliminates Fumes in Trucks

An improved line of "de-gassers," which eliminate gasoline exhaust fumes

in trucks, buses and other motor vehicles, is announced by a Detroit company.

The "de-gasser" consists of two units: an engine-driven mechanical governor functioning as a control valve and (2) an air valve. During engine deceleration, the control valve diverts high engine suction from the carburetor to the air intake valve, which admits pure, fresh air to the intake manifold instead of the rich, wasteful fuel mixture which would normally be present. Flow of gasoline from the carburetor idling jet into the cylinders is stopped until the air valve closes at idling speed.

The manufacturer says the device needs neither adjustment nor lubrication. In addition to eliminating nauseous fumes, it is claimed to contribute to improved gasoline mileage and reduced oil consumption. It is also said to prevent back-firing and to minimize engine carbon deposits.



Soldering Unit Suitable For Precision, Heavy Work



A new soldering unit is claimed by its manufacturer to be the "low cost answer to better soldering." The unit is said to be equally adaptable for precision jobs or heavy duty tasks.

The soldering unit works on the conduction principle. Work is grounded directly or through a jig or fixture. The carbon "pencil" tip, held by means of a light handpiece, glows to a soldering heat when touched to the parts to be joined. The flux core wire solder is applied and a joint is made in an unusually short time. Carbon tips can be ground to any shape for precision work.

Full control over amount of solder flow is claimed as an economy feature of the unit; the control saves solder and flux, the maker says. Twenty-four heats assure proper temperature for specific jobs, it is said.



Combination Hammer and Drill Is Introduced

A combination portable hammer and drill, recently placed on the market, has sealed lubrication, ball bearing mounts and can be disassembled quickly for cleaning or repairs, according to the maker. The unit is powered by an air-cooled motor, 110 ac-dc, and weighs about 15 pounds.

THE TEAMSTER LOOKS AT WORLD TRANSPORT



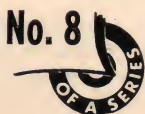
Indian Transport

WHEN Teamsters look at world transport, they often use the perspective of history—they often look backward over the progress that has been made as well as the unusual methods that are in use today.

When the French explorers came to North America three centuries ago to establish their chain of fur trading posts from the St. Lawrence to the mouth of the Mississippi, they discovered a curious type of transport used by the Indians to which they gave a French name. They found the redman using two long shafts or poles hitched, roped or tied to the forepart of a horse. The unattached ends dragged on the ground. Fastened to the after or midsection of the poles would be a crosspiece of timber, leather or skins or blanket. This crosspiece was the base or "bed" of the primitive device. On this pole-dragging get-up the Indians, fortunate enough to have a horse, hauled their goods or even themselves.

The French, looking at the three-part affair, christened the crude transport gadget a "travois," for it was of three components or parts. The travois was usually employed with horses, although the same type of "vehicles" was used with work dogs also.

The travois was one of the earliest and crudest of methods of transport and fell in the same class of pre-wheel items as the sledge or skid. Inefficient as it was, the travois played an important part in the life of the Indians, particularly those on the plains or those far from navigable streams and was important until the rising tide of civilization brought further advances in transport which directly benefited the Indians.



Trucks Start Moving Uncle Sam's Mail

(Continued from page 9)

has estimated that a 32-foot truck with half the capacity of the rail car can go any distance for about 25 to 30 cents per mile. This does not include docking and terminal expenses since these are absorbed by the railroads.

Star Routes were especially numerous in the far West as the nation continued its march toward the Pacific but, in recent years, there has been a great growth in numbers of them in the East. This growth has been occasioned by the increase in "suburban living" where suburbs spring up and are not served by rail lines. There is nothing "rural" in the nature of a Star Route, evidenced by the fact that the Lake Success post office of the United Nations is served by a Star Route.

It will be several weeks to perhaps a month or more before the bids and proposals for Star Routes for truck operators are readied. Doubtless the first bids will be let to serve areas around those cities where studies have been in progress. These cities have been: Chicago, St. Louis, Boston, Indianapolis, Pittsburgh, Seattle, Philadelphia, Harrisburg, Cincinnati, Birmingham and New York.

In many of these large cities the terminal facilities have been crowded to the bursting point and the "door-to-door" service of truck-operated Star Routes will not only save money and speed service but will also act to relieve congestion of terminals.

The action of the Post Office Department, traditionally one of the most conservative branches of the government, is a great tribute to the growing stature of trucking.

(NOTE: Shortly before THE INTERNATIONAL TEAMSTER went to press, Postmaster General Donaldson announced the Post Office Department will follow a policy in the future of shipping the mails by the most economical form of transportation available.)



The light in the "Lab"

In the nation's research centers, lights burn late as scientists work to halt one of mankind's greatest enemies: CANCER. And they are winning! Drugs may be forthcoming to halt cancer and prolong its victims' lives. Hormones like ACTH and Cortisone have shown possibilities. Development of more powerful X-rays promise more effective treatment. Isotopes of radioactive material may be the long-sought answer to this deadly riddle.

But YOU are important because it is your contributions which will help to subdue this killer that takes 210,000 lives annually. You may be a victim or one of your loved ones. Your contribution now helps make certain they can be helped if they should be stricken. YOU must keep those lights on in the laboratories! It's simple: Put your generous contribution in an envelope and send it to: Cancer, c/o Postoffice, your city, today.

Give Generously-1951 CANCER CRUSADE



"The Leader"

Teamster Exhibits Score
at Union Industries Shows



Seldom has the teamwork of labor and industry been dramatized with such impact as in the A. F. of L's Union Industries Shows. In these colorful, busy exhibits, the public is given a chance to see for itself the skill and cooperation which go into union services and union-made goods. These shows not only sell unionism—they sell democracy. For nowhere but in a democracy could such a gigantic display of men and machinery at work be staged. Year after year, in the nation's major cities, Americans are learning in an impressive manner the real meaning of labor-management cooperation and how it is making America great. The Teamsters' Union is proud to have a role in this great show!



1951 UNION INDUSTRIES *Show*
MAY 18-26

**SOLDIER FIELD
CHICAGO**